Pages 9311–9369

FEDERAL REGISTER

VOLUME 27 NUMBER 183

Washington, Thursday, September 20, 1962

Contents

THE PRESIDENT

Proclamation

American Education Week, 1962 9313

EXECUTIVE AGENCIES

Agricultural Marketing Service

NOTICES:
Nettleton Stockyard and Auction Market, Inc., et al.; notice of changes in names of posted stockyards 9360

Agricultural Stabilization and Conservation Service

RULES AND REGULATIONS:
Mainland cane sugar area, 1962 crop; sugar commercially recoverable from sugarcane 9315

Agriculture Department

See also Agricultural Marketing Service; Agricultural Stabilization and Conservation Service; Commodity Credit Corporation.

NOTICES:
Emergency loans; designation of areas:
  Maryland 9360
  Pennsylvania and Texas 9360

Civil Aeronautics Board

NOTICES:
United Air Lines, Inc. and Pan American World Airways, Inc.; group fares; order of investigation and suspension 9361

Commerce Department

NOTICES:
Financial interests; statements of changes:
  Ford, Richard V 9361
  Frazza, Louis F 9361
  Vorzimer, Harold J 9361

Commodity Credit Corporation

RULES AND REGULATIONS:
Tobacco loan program:
  Deductions from advances 9326
  Special provisions for 1962 crop of flue-cured tobacco 9326

Comptroller of the Currency

NOTICES:
Walker Bank and Trust Co. and First National Bank of Price; notice of report on competitive factors involved in merger application 9360

Education Office

RULES AND REGULATIONS:
Federal assistance in construction of minimum school facilities in areas affected by federal activities; first deadline for applications refunds available during fiscal year 1963 9329

Federal Aviation Agency

RULES AND REGULATIONS:
Control zone; alteration 9316
Designation and alteration of restricted areas and alteration of continental control area 9316
Hughes 269A helicopters; airworthiness directive 9315
Standard instrument approach procedures; miscellaneous amendments 9317

Federal Home Loan Bank Board

RULES AND REGULATIONS:
Federal Savings and Loan Insurance Corporation operations; participations in loans 9327

Federal Power Commission

NOTICES:
Hearings, etc.:
  Atlantic Refining Co 9362
  El Paso Natural Gas Co 9362
  Florida Gas Transmission Co 9362
  Keokuk Gas Service Co 9362
  Northwest Production Corp 9363
  Pure Oil Co 9364
  Wrightsman Petroleum Co 9364

Federal Trade Commission

RULES AND REGULATIONS:
Royal Publications, Inc., et al.; prohibited trade practices 9328

Fish and Wildlife Service

RULES AND REGULATIONS:
Hunting:
  Camas National Wildlife Refuge, Idaho 9329
  Columbia National Wildlife Refuge, Washington (2 documents) 9330
  Little Pend Oreille National Wildlife Refuge, Washington 9330
  Willapa National Wildlife Refuge, Washington 9331

Food and Drug Administration

PROPOSED RULE MAKING:
Cold-pack cheese food; amendment of identity standard 9332

Health, Education, and Welfare Department

See Education Office; Food and and Drug Administration.

Interior Department

See also Fish and Wildlife Service; Land Management Bureau.

NOTICES:
Heads of Bureaus and Offices; delegation of authority 9359

Interstate Commerce Commission

NOTICES:
Chicago and North Western Railway Co.; diversion or rerouting of traffic 9368
Fourth section applications for relief 9367

(*Continued on next page*)

Interstate Commerce Commission—Continued

PROPOSED RULE MAKING:
Explosives and other dangerous articles; miscellaneous amendments ... 9333
RULES AND REGULATIONS:
Carriers by motor vehicle; commerical zone: Cleveland, Ohio ... 9329

Labor Department

See Wage and Hour Division; Welfare and Pension Plans Office.

Land Management Bureau

NOTICES:
Alaska:
  Proposed withdrawal and reservation of land; amendment ... 9358
  Small tract classification; cancellation ... 9358
Colorado; proposed withdrawal and reservation of lands ... 9358

Securities and Exchange Commission

NOTICES:
Hearings, etc.:
  Axe-Houghton Fund A, Inc., et al ... 9365
  Black Bear Industries, Inc ... 9366
  Tri-Nite Mining Co ... 9366

Small Business Administration

RULES AND REGULATIONS:
Small business investment companies; capital and surplus of licensees ... 9327

Treasury Department

See Comptroller of the Currency.

Wage and Hour Division

PROPOSED RULE MAKING:
Industry Committees for various industries in Puerto Rico; appointment to investigate conditions and recommend minimum wages; hearings ... 9332
RULES AND REGULATIONS:
Artificial flower, decoration, and party favor industry in Puerto Rico; wage order ... 9328

Welfare and Pension Plans Office

PROPOSED RULE MAKING:
Basic bonding requirements; correction ... 9333

Codification Guide

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, appears at the end of each issue beginning with the second issue of the month.

Monthly, quarterly, and annual cumulative guides, published separately from the daily issues, include the section numbers as well as the part numbers affected.

3 CFR

PROCLAMATIONS:
3492 ... 9313

6 CFR

464 (2 documents) ... 9326

7 CFR

833 ... 9315

12 CFR

563 ... 9327

13 CFR

107 ... 9327

14 CFR

507 ... 9315
601 (2 documents) ... 9316
608 ... 9316
609 ... 9317

16 CFR

13 ... 9328

21 CFR

PROPOSED RULES:
19 ... 9332

29 CFR

688 ... 9328
PROPOSED RULES:
610 ... 9332
612 ... 9332
1306 ... 9333

45 CFR

114 ... 9329

49 CFR

170 ... 9329
PROPOSED RULES:
72 ... 9333
73 ... 9333
74 ... 9333
78 ... 9339

50 CFR

32 (5 documents) ... 9329–9331

Subscriptions Now Being Accepted

SLIP LAWS

87th Congress, 2d Session

Separate prints of Public Laws, published immediately after enactment, with marginal annotations

Subscription Price:

$12.00 per Session

Published by Office of the Federal Register, National Archives and Records Service, General Services Administration

Order from Superintendent of Documents, Government Printing Office, Washington 25, D.C.

FEDERAL REGISTER

Telephone WOrth 3-3261

Published daily, except Sundays, Mondays, and days following official Federal holidays, by the Office of the Federal Register, National Archives and Records Service, General Services Administration, pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President. Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington 25, D.C.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for $1.50 per month or $15.00 per year, payable in advance. The charge for individual copies (minimum 15 cents) varies in proportion to the size of the issue. Remit check or money order, made payable to the Superintendent of Documents, directly to the Government Printing Office, Washington 25, D.C.

The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended August 5, 1953. The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements vary.

There are no restrictions on the republication of material appearing in the FEDERAL REGISTER, or the CODE OF FEDERAL REGULATIONS.

Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3492

AMERICAN EDUCATION WEEK, 1962

By the President of the United States of America

A Proclamation

WHEREAS the outstanding accomplishments in the field of science and technology, especially in space exploration, electronics, peaceful use of atomic energy, and medical research, stagger the imagination and clearly and dramatically demonstrate the need for unceasing efforts to improve and expand our educational systems and educational facilities; and

WHEREAS the ever-increasing complexities of modern-day living constantly challenge our ingenuity and compel us to set higher standards of educational achievement to meet that challenge and to assure national progress; and

WHEREAS the efforts of our Nation's schools and colleges to provide the education and leadership required to preserve both freedom and peace, and to assure a full and abundant life for all people should be expressly recognized:

NOW, THEREFORE, I, JOHN F. KENNEDY, President of the United States of America, do hereby designate the period from November 11 through November 17, 1962, as American Education Week.

I urge all citizens to give special attention during that week to the aims and purposes of education and the programs and problems of our schools and colleges. We should examine the quality of our educational institutions and assess the degree to which our educational programs and practices serve the interests of the individual and bring vitality and strength to our Nation and its culture. Every American should be fully committed to the advancement of education.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this seventeenth day of September
in the year of our Lord nineteen hundred and sixty-two,
[SEAL] and of the Independence of the United States of America
the one hundred and eighty-seventh.

John F. Kennedy

By the President:

Dean Rusk,
Secretary of State.

[F.R. Doc. 62-9432; Filed, Sept. 18, 1962; 2:49 p.m.]

Rules and Regulations

Title 7—AGRICULTURE

Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

SUBCHAPTER E—DETERMINATION OF SUGAR COMMERCIALLY RECOVERABLE

[Sugar Determination 833.9]

PART 833—MAINLAND CANE SUGAR AREA

1962 Crop

Pursuant to the provisions of section 302(a) of the Sugar Act of 1948, as amended and as further amended by Public Law 87–535 (hereinafter referred to as "act"), the following determination is hereby issued:

§ 833.9 Sugar commercially recoverable from sugarcane in the Mainland Cane Sugar Area.

(a) *Definitions.* For the purpose of this section, the terms:

(1) "Trash" means green or dried leaves, sugarcane tops, dirt and all other extraneous material.

(2) "Gross weight" means the total weight (short tons) of sugarcane, including trash, as delivered by a producer for processing for sugar production.

(3) "Net weight" means:

(i) In Florida, 96.0 percent of gross weight, and

(ii) In Louisiana, the weight obtained by deducting the weight of trash from the gross weight of sugarcane as delivered by a producer.

(b) *Recoverable sugar.* For the 1962 corp of sugarcane, the amount of sugar, in hundredweight, raw value, commercially recoverable from sugarcane grown on a farm in the Mainland Cane Sugar Area and marketed (or processed by the producer) for the extraction of sugar or liquid sugar, from an acreage not in excess of the proportionate share for the farm, shall be obtained by multiplying the next weight of the sugarcane in tons by the rate of recoverability specified for the average percentage of sucrose in the normal juice of such sugarcane, as follows:

(1) *For farms in Louisiana.*

Percentage of sucrose in normal juice: [1]	*Rate of recoverable sugar (hundredweight) per net ton of sugarcane*
8.0	0.923
9.0	1.111
10.0	1.300
11.0	1.481
12.0	1.664
13.0	1.847
14.0	2.029
15.0	2.214
16.0	2.400
17.0	2.587
18.0	2.776

[1] Rates for the intervening tenths of 1 percent shall be calculated by interpolation.

(2) *For farms in Florida.*

Percentage of sucrose in normal juice: [1]	*Rate of recoverable sugar (hundredweight) per net ton of sugarcane*
8.0	0.930
9.0	1.112
10.0	1.299
11.0	1.484
12.0	1.664
13.0	1.840
14.0	2.012
15.0	2.182
16.0	2.351
17.0	2.520
18.0	2.690

[1] Rates for the intervening tenths of 1 percent shall be calculated by interpolation.

Statement of bases and considerations. Determinations of amounts of sugar commercially recoverable from sugar beets and sugarcane are required under section 302(a) of the act to establish the amounts of sugar upon which payments are to be made pursuant to the act.

The rates of sugar commercially recoverable at the various normal juice sucrose levels, as specified in this determination, were calculated from data reported to the Department by the processors of sugarcane for sugar in each of the States of Florida and Louisiana. The calculation made use of data representing averages in each State for the crop years 1957, 1958, 1959, 1960, and 1961 of each of the factors of normal juice extraction (the quantity of normal juice extraction per ton of sugarcane), boiling house efficiency (the ratio of the amount of sugar produced to the amount that could theoretically be produced), the polarization of the sugar produced, and net sugarcane as a percent of gross sugarcane. The calculation also used the purity or retention factor which correlates purity of normal juice with sugar recovery based on the well-established Winter-Carp formula. That formula is expressed mathematically as follows: Purity or Retention Factor = (1.4—40/P) in which P is purity of normal juice. For the purposes of this determination, the computed purity at each of the various normal juice sucrose levels for the crop years 1957, 1958, 1959, 1960, and 1961 was used.

In calculating sugar, commercially recoverable, the data are used in the following manner: The product of normal juice extraction and boiling house efficiency is divided by the product of the polarization of sugar produced and net sugarcane as a percent of gross sugarcane. The result so obtained is multiplied by 2,000 to obtain a factor which when multiplied by normal juice sucrose and the purity or retention factor for that normal juice sucrose gives pounds of sugar per ton of net sugarcane. By use of the applicable raw value conversion factor, in accordance with section 101(h) of the Sugar Act, pounds of sugar per ton of net sugarcane are converted into sugar, commercially recoverable, raw value. Expressed mathematically the formula reads:

$$\text{CRS. RV.} = \frac{\text{N.J.E.} \times \text{B.H.E.} \times 2{,}000 \times \text{N.J.S.} \times \text{P.R.} \times \text{R.V.C.F.}}{(\text{Pol. of sugar}) \times (\text{net sugarcane, \% gross sugarcane})}$$

Except for appropriate changes in each of the two moving five-year averages, the aforestated calculation is the same as that used for preceding crops. The use of data for the most recent five crops results in average increases in rates of recoverable sugar of about one percent for farms in Louisiana and average decreases of about two percent in Florida.

Accordingly, I hereby find and conclude that the aforestated determination will effectuate the applicable provisions of the act.

(Sec. 403, 61 Stat. 932; 7 U.S.C. 1153. Interprets or applies secs. 302, 303, 304; 61 Stat. 930, as amended, 931; 7 U.S.C. 1132, 1133, 1134; Pub. Law 87–535 approved July 13, 1962)

Effective date: Date of publication.

Signed at Washington, D.C., on September 14, 1962.

ORVILLE L. FREEMAN,
Secretary of Agriculture.

[F.R. Doc. 62–9396; Filed, Sept. 19, 1962; 8:51 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 1351; Amdt. 485]

PART 507—AIRWORTHINESS DIRECTIVES

Hughes 269A Helicopters

Pursuant to the authority delegated to me by the Administrator, (25 F.R. 6489), an airworthiness directive was adopted on August 17, 1962, and made effective immediately because of the safety emergency involved as to all known United States operators of Hughes Model 269A helicopters. The directive required modification of the Hughes 269A helicopters. It was later determined that the provisions of the directive were not applicable to certain helicopters operated under the provisions of CAR Part 8. Accordingly, an amendment was adopted on August 31, 1962, excepting these helicopters from the applicability of the AD.

Since it was found that immediate corrective action was required in the interest of safety, notice and public procedure thereon were impracticable and contrary to the public interest and good cause existed for making the airworthiness directive effective immediately as to all known U.S. operators of Hughes Model 269A helicopters by individual telegrams dated August 17, 1962, as amended by telegrams dated August 31, 1962. These conditions still exist and the airworthiness directive is hereby published in the FEDERAL REGISTER as an amendment to § 507.10(a) of Part 507 (14 CFR Part 507), to make it effective as to all persons:

HUGHES. Applies to all Model 269A helicopters except those operated under CAR Part 8 with limitations which prohibit flight over densely populated areas, in congested airlanes, or in the vicinity of busy airports.

Compliance required as indicated.

Prior to further flight, unless already accomplished, incorporate modification in accordance with Hughes Service Bulletin No. 2A7 or equivalent approved by FAA Western Region.

This amendment shall become effective upon publication in the FEDERAL REGISTER for all persons except those to whom it was made effective immediately by telegrams dated August 17, 1962, and August 31, 1962.

(Sec. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423.)

Issued in Washington, D.C., on September 14, 1962.

G. S. MOORE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 62-9354; Filed, Sept. 19, 1962; 8:45 a.m.]

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 62-WA-98]

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Alteration of Control Zone

The purpose of this amendment to § 601.2238 of the regulations of the Administrator is to alter the description of the New York, N.Y. (New York International Airport), control zone.

The New York International Airport control zone is presently designated, in part, with reference to the Philadelphia, Pa., radio range and the Hempstead, N.Y., radio range. The Philadelphia radio range has been decommissioned and the Hempstead radio range will be decommissioned on September 20, 1962. Therefore, action is taken herein to substitute distance in mileage from the Idlewild radio beacon for the intersections formed by courses from these facilities in describing the southwest and southeast extensions of the New York International Airport control zone. Controlled airspace requirements for this area will be reviewed at a later date under the CAR Amendments 60–21/60–29 implementation program.

Since this amendment is editorial in nature, and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective immediately.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), § 601.2238 (14 CFR 601.2238) is amended to read:

§ 601.2238 New York, N.Y. (International Airport), control zone.

Within a 5-mile radius of the New York International Airport (lat. 40°38′29″ N., long. 73°46′41″ W.); within a 5-mile radius of NAS New York, N.Y. (lat. 40°35′40″ N., long. 73°53′30″ W.); within 2 miles either side of the 121° bearing from the Idlewild RBN extending from the RBN to 10 miles SE of the RBN; within 2 miles either side of the 211° bearing from the Idlewild RBN extending from the New York International 5-mile radius zone to 19 miles SW of the RBN; and within 2 miles either side of the 010° bearing from the Scotland, N.J., RBN extending from the NAS New York 5-mile radius zone to the RBN.

This amendment shall become effective upon the date of publication in the FEDERAL REGISTER.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on September 14, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 62-9356; Filed, Sept. 19, 1962; 8:45 a.m.]

[Airspace Docket No. 62-CE-29]

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

PART 608—SPECIAL USE AIRSPACE

Designation and Alteration of Restricted Areas and Alteration of Continental Control Area

On July 6, 1962, a notice of proposed rule making was published in the FEDERAL REGISTER (27 F.R. 6392) stating the Federal Aviation Agency was considering a proposal to reduce the Upper Lake Huron, Mich., Restricted Area R-4207 in size, time and altitudes, designate a new restricted area over a portion of Lake Superior, and alter the continental control area to include both of these restricted areas.

No adverse comments were received regarding the proposed amendments.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matters presented.

The substance of the proposed amendments having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice, the following actions are taken:

1. In § 608.42, the Upper Lake Huron, Mich., Restricted Area R-4207 (27 F.R. 7345) is amended to read as follows:

R-4207 Upper Lake Huron, Mich.

Boundaries. Beginning at latitude 45°17′00″ N., longitude 83°00′00″ W′; to latitude 45°20′24″ N., longitude 82°31′18″ W.; along the United States-Canadian Border to latitude 44°31′00″ N., longitude 82°19′54″ W.; to latitude 44°27′42″ N., longitude 82°47′08″ W.; to the point of beginning.

Designated altitudes. Surface to flight level 450.

Time of designation. 0600 to 2200 e.s.t., April 1 through October 31; 0800 to 1600 e.s.t. Thursday through Sunday, November 1 through March 31.

Controlling agency. Federal Aviation Agency, Detroit ARTC Center.

Using agency. Commander, Permanent Field Training Site Detachment, Phelps-Collins ANGB, Alpena, Mich.

2. In § 608.43 (27 F.R. 7345), the following restricted area is added to read:

R-4305 Lake Superior, Minn.

Boundaries. Beginning at latitude 47°45′00″ N., longitude 90°05′00″ W.; to latitude 47°45′00″ N., longitude 89°28′00″ W.; to latitude 46°55′00″ N., longitude 89°28′00″ W.; to latitude 46°55′00″ N., longitude 90°05′00″ W.; to the point of beginning.

Designated altitudes. Surface to flight level 500.

Time of designation. 0001 c.s.t. Monday to 2400 c.s.t. Friday.

Controlling agency. Federal Aviation Agency, Minneapolis ARTC Center.

Using agency. Commander, Second Air Force, Barksdale AFB, Louisiana.

3. In § 601.7101 (26 F.R. 1399) the following are added:

R-4207 Upper Lake Huron, Mich.
R-4305 Lake Superior, Minn.

These amendments shall become effective 0001 e.s.t., November 15, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on September 13, 1962.

D. D. THOMAS,
Director, Air Traffic Service.

[F.R. Doc. 62-9357; Filed, Sept. 19, 1962; 8:45 a.m.]

[Reg. Docket No. 1376; Amdt. 288]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Fort Wayne VOR	FA-LFR	Direct	2200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns. Aircraft will be released for final approach without procedure turn inbound on final approach course 4 miles from LFR.

Procedure turn S side of crs, 231° Outbnd, 051° Inbnd, 2000′ within 10 miles.

Minimum altitude over facility on final approach crs, 1500′.

Crs and distance, facility to airport, 051°—2.8 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3 miles after passing LFR, climb to 2300′ on NE crs of FA-LFR within 20 miles.

Other change: Deletes transition from Markle FM.

City, Fort Wayne; State, Ind.; Airport Name, Baer Field; Elev., 801′; Fac. Class., SBMRLZ; Ident., FA; Procedure No. 1, Amdt. 10; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 9; Dated, 16 June 62

Ancon Int	Gustavus LFR	Direct	3500	T-dn*	300-1	300-1	200-½
Pleasant Island FM	Gustavus LFR	Direct	3500	C-dn**	400-1	500-1	500-1½
				S-dn-10	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of NW crs, 286° Outbnd, 106° Inbnd, 3300′ within 10 miles. Beyond 10 miles NA.

Minimum altitude over facility on final approach crs, 1600′.#

Crs and distance, facility to airport, 106°—2.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing GST-LFR, climb to 1300′ on SE crs within 7.6 miles of LFR, turn right climbing to cross GST LFR at or above 2000′ via SE crs, thence continue climb to NW crs to 4500′ within 20 miles,** or when directed by ATC, turn right, climb to 4500′ to SSR RBn or VOR via 125° crs from GST LFR and either 095° crs to SSR RBn or the R-275 of SSR VOR.

Descent to 700′ authorized after passing LOM.

#Takeoff Runway 01, 700-2 day and night, right turn out.

**CAUTION: 3366′ terrain 19.5 miles NW GST LFR.

**Maneuvering N through E of airport NA due to terrain rising to 3000′ 4.8 miles NE airport, terrain to 4000′ 6.1 miles NE approach crs and 8.7 miles NW LFR. Mountainous terrain all quadrants. Shuttle descent below 3600′ NA.

City, Gustavus; State, Alaska; Airport Name, Gustavus; Elev., 36′; Fac. Class., SBRAZ; Ident., GST; Procedure No. 1, Amdt. 7; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 6 Dated, 17 Mar. 62

PROCEDURE CANCELED, EFFECTIVE OCTOBER 6, 1962.

City, Omaha; State, Nebr.; Airport Name, Eppley Airfield; Elev., 982′; Fac. Class., SBRAZ; Ident., OA; Procedure No. 1, Amdt. 15; Eff. Date, 26 Aug. 61; Sup. Amdt. No. 14; Dated, 18 Mar. 61

Roseville Int	SO-LFR	Direct	1600	T-dn	300-1	300-1	200-½
Clarksburg FM	SO-LFR (Final)	Direct	700	C-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring using Mather Radar authorized in accordance with approved radar patterns.

Procedure turn E side SW crs, 198° Outbnd, 018° Inbnd, 1200′ within 10 miles.

Minimum altitude over facility on final approach crs, 700′.

Crs and distance, facility to airport, 027°—1.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.5 miles, climb to 2500′ on NE crs within 20 miles or, when directed by ATC, climb straight ahead to 500′, make climbing left turn and climb to 2000′ on crs of 323° from SO-LFR within 20 mi.

Other change: Deletes transition from Elk Grove Int.

City, Sacramento; State, Calif.; Airport Name, Municipal; Elev., 21′; Fac. Class., SBMRAZ; Ident., SO; Procedure No. 1, Amdt. 12; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 11; Dated, 29 Apr. 61

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF Standard Instrument Approach Procedure

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
					2-engine or less		More than 2-engine, more than 65 knots
From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	
CID-VOR	LOM	Direct	2100	T-dn	300-1	300-1	200-½
IOW-VOR	LOM	Direct	2100	C-dn	400-1	500-1	500-1½
Watkins Int*	LOM (Final)	Direct	1900	S-dn-8	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 256° Outbnd, 085° Inbnd, 2100′ within 10 miles.

Minimum altitude over facility on final approach crs, 1900′.

Crs and distance, facility to airport, 085°—3.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing LOM, climb to 2200′ on crs 085° within 15 miles or, when directed by ATC, make right climbing turn to 2100′ and proceed to LOM.

*Watkins Int: Int CID-VOR R-260 and IOW-VOR R-320.

City, Cedar Rapids; State, Iowa; Airport Name, Municipal; Elev., 863′; Fac. Class., LOM; Ident., CI; Procedure No. 4, Amdt. 1; Eff. Date, 6 Oct. 62; Sup. Amdt. No. Orig.; Dated, 12 Aug. 61

BVL VOR	DPG RBn	Direct	7500	T-dn	500-1	600-1	600-1½
Vernon Int	DPG RBn	Direct	11,100	C-dn	600-1	600-1	600-1½
DTA VOR	DPG RBn	Direct	10,500	S-dn	NA	NA	NA
DT LFR	DPG RBn	Direct	10,500	A-dn	NA	NA	NA

Procedure turn S side of crs, 272° Outbnd, 092° Inbnd, 6700′ within 10 miles.

Minimum altitude over facility on final approach crs, 4900′.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn right, climb to 8000′ on crs 147° Outbnd within 15 miles, reverse crs to the west and return on crs 327° Inbnd to the DPG RBn at 9000′. Hold south 147° Outbnd, 327° Inbnd, all turns to the left.

CAUTION: 5533′ terrain 4 miles SE of airport. 7068′ terrain 16 miles SW of airport.

NOTE: Prior permission required.

City, Dugway; State, Utah; Airport Name, Michael AAF; Elev., 4349′; Fac. Class., MH; Ident., DPG; Procedure No. 1, Amdt. 3; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 2; Dated, 15 Sept. 62

LCH VOR	LOM	Direct	1500	T-dn	300-1	300-1	500-½
LCH RBn	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
				S-dn-15	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal transition altitude 1500′ within 25 miles. Radar may be used to position aircraft on final approach with elimination of procedure turn.

Procedure turn W side of crs, 328° Outbnd, 148° Inbnd, 1500′ within 10 miles.

Minimum altitude over facility on final approach crs, 1200′.

Crs and distance, facility to airport, 148°-4.2 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after passing LOM, climb to 1500′ on crs, 148° within 20 miles, or when directed by ATC, make immediate right turn, climbing to 1500′ on the LCH VOR R-210 within 20 miles.

City, Lake Charles; State, La.; Airport Name, Lake Charles Municipal; Elev., 16′; Fac. Class., LOM; Ident., LL; Procedure No. 1, Amdt. 4; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 3; Dated, 15 Sept. 62

LAW VOR#	PFL RBn (Final)	Direct	1900	T-dn	300-1	300-1	200-½
Fort Sill Int	PFL RBn	Direct	2600	C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn West side of crs, 172° Outbnd, 352° Inbnd, 2600′ within 10 miles. Nonstandard due ATC.

Minimum altitude over facility on final approach course, 1900′.

Crs and distance, facility to airport, 352°—2.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing PFL RBn, turn right, climb to 2600′ on the 172° mag brng from PFL RBn within 15 miles or, climb to 3500′ on LAW-VOR R-352 and proceed to Apache Int.

NOTE: Authorized for military use only except by prior arrangement.

CAUTION: 1428′ msl tower 4 miles SE; 1644′ msl tower 5 miles ESE of airport. High terrain NW.

#Descent below 2200′ NA on final approach until passing LAW VOR.

City, Lawton (Fort Sill); State, Okla.; Airport Name, Post AAF; Elev., 1187′; Fac. Class., MHZ; Ident., PFL; Procedure No. 1, Amdt. 3; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 2; Dated, 22 Sept. 62

PROCEDURE CANCELED, EFFECTIVE OCTOBER 6, 1962.

City, Lihue; State, Hawaii; Airport Name, Lihue; Elev., 148′; Fac. Class., H; Ident., PAK; Procedure No. 1, Amdt. 1; Eff. Date, 29 July 61; Sup. Amdt. No. Orig.; Dated, 26 Dec. 59

MSY RBn	LOM	Direct	1800	T-dn	300-1	300-1	200-½
MSY-VOR	LOM	Direct	1800	C-dn	500-1	500-1	500-1½
LaPlace MHW	LOM (Final)	Direct	1800	S-dn-10	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved procedures. Radar may be used to position aircraft for a final approach within 5 miles West of LOM with the elimination of a procedure turn.

Procedure turn S side of crs, 279° Outbnd, 099° Inbnd, 1800′ within 10 miles.

Minimum altitude over LOM on final approach crs, 1800′.

Crs and distance, facility to airport, 099°—6.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.6 miles after LOM, climb to 2000′ on crs of 099° within 20 miles or, when directed by ATC, climb to 1500′ on crs of 030° from MSY RBn within 20 miles or turn right, climb to 1500′ on crs of 180° from MSY RBn within 20 miles.

CAUTION: 409′ radio tower 2.3 miles North of airport.

City, New Orleans; State, La.; Airport Name, Moisant International; Elev., 3′; Fac. Class., LOM; Ident., MS; Procedure No. 1, Amdt. 12; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 11; Dated, 20 Jan. 62

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Lafayette Int	LOM (Final)	Direct	1600	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-5R	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Radar vectoring by Quonset Pt. RATCC is authorized within 20 miles of PVD airport at minimum altitude of 1800′ except not below 2000′ when more than 8 miles from PVD airport between 030° and 065° radials of the PVD VOR.

Radar vector to final approach must intercept the final approach course more than 1 mile SW of the PVD ILS LOM.

Procedure turn West side of crs, 226° Outbnd, 046° Inbnd, 1700′ within 10 mi.

Minimum altitude over facility on final approach crs, 1600′.

Crs and distance, facility to airport, 046°—5.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LOM, make climbing left turn to the PV LOM at 1700′. Hold SW, 046° Inbnd, one-minute left turn.

Caution: 849′ tower 4.8 miles N of airport.

Note: Procedure turn is conducted West to provide separation from traffic at Quonset Point NAS.

City, Providence; State, R. I.; Airport Name, Green; Elev., 56′; Fac. Class., LOM; Ident., PV; Procedure No. 1, Amdt. 5; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 4; Dated, 4 Aug. 62

SO-LFR	LOM	Direct	1200	T-dn	300-1	300-1	200-1
SAC VOR	LOM	Direct	1200	C-dn	500-1	600-1	600-1½
Courtland Int	LOM	Direct	1200	S-dn-2	400-1	500-1	500-1
Clarksburg FM	LOM (Final)	Direct	1200	A-dn	800-2	800-2	800-2
Walnut Grove Int	Courtland Int	Direct	2500				
Roseville Int	LOM	Direct	1600				

Radar transitions and vectoring using Mather Radar Authorized in accordance with approved Radar patterns.

Procedure turn S side of crs, 195° Outbnd, 015° Inbnd, 1200′ within 10 miles.

Minimum altitude over LOM on final approach crs, 1200′; over LFR/Z, 400′.

Crs and distance, facility to airport, 015°—4.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing LOM, climb to 2500′ on NE crs of Sacramento LFR or on R-020° from Sacramento VOR within 20 miles or, when direct, by ATC, climb straight ahead to 500′, make a climbing left turn and climb to 2000′ on crs of 323° from SO-LFR within 20 miles.

Other changes: Deletes transitions from Galt Int and Isleton Int.

City, Sacramento; State, Calif.; Airport Name, Sacramento Municipal; Elev., 21′; Fac. Class., LOM; Ident., SA; Procedure No. 1, Amdt. 8; Eff. Date, 6 Oct. 62; Sup Amdt No. 7; Dated, 29 Apr. 61

FD-LFR	LOM	Direct	2700	T-dn*	300-1	300-1	200-½
FSD-VOR	LOM	Direct	2700	C-dn	500-1	500-1	500-1½
17 miles DME fix and 206° brg from LOM	LOM (Final)	Direct	2200	S-dn-3	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				If aircraft is equipped with ADF and VOR or ADF and LFR receivers and SE crs LFR or R-168 FSD VOR received, following minimums apply:			
				S-dn-3	400-1	400-1	400-1

Procedure turn South side of crs, 206° Outbnd, 026° Inbnd, 2700′ within 10 miles.

Minimum altitude over facility on final approach crs, 2200′.

Crs and distance, facility to airport, 026°—3.8 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing LOM, climb to 2800′ on crs 026° from LOM within 20 miles.

Caution: Tower 1640′ m.s.l. 1.5 miles NE of LOM.

Note: When authorized by ATC, FSD DME may be used to position aircraft on final approach course at 3400′ between radials 145° clockwise to 300° via 17 mile DME arc with the elimination of procedure turn.

*300-1 required for takeoff Runway 15.

City, Sioux Falls; State, S. Dak.; Airport Name, Foss Field; Elev., 1426′; Fac. Class., LOM; Ident., FS; Procedure No. 1, Amdt. 5; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 4; Dated, 25 Aug. 62

PIE-VOR	LOM	Direct	1300	T-dn	300-1	300-1	*200-½
TA RBn	LOM	Direct	1500	C-dn	500-1	500-1	500-1½
				S-dn-18	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn W side North crs, 001° Outbnd, 181° Inbnd, 1200′ within 10 miles.

Minimum altitude over facility on final approach crs, 700′.

Crs and distance, facility to airport, 181°—4.0 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles of LOM, turn right to 225°, climb to 1500′ on crs of 285° from TA-RBn within 20 miles or, when directed by ATC, climb to 1500′ on direct crs to TA-RBn.

Air Carrier Notes: 200-½ absolute minimum for takeoff Runway 27. Runway 14-32 closed to all air carrier operations.

Caution: 210′ radio tower 1 mile WSW of airport.

*1 mile visibility required all operations Runway 14-32.

City, Tampa; State, Fla.; Airport Name, International; Elev., 27′; Fac. Class., LOM; Ident., TP; Procedure No. 1, Amdt. 14; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 13; Dated, 3 June 61

Centreville Int	HAI RBn	Direct	2100	T-dn	300-1	300-1	NA
Leroy Int	HAI RBn	Direct	2100	C-dn	600-1	600-1	NA
AZO-VOR	HAI RBn	Direct	2100	S-dn-04	600-1	600-1	NA
				A-dn	800-2	800-2	NA

Procedure turn W side of crs, 035° Outbnd, 215° Inbnd, 2100′ within 10 miles.

Minimum altitude over facility on final approach crs, 1400′.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, make left climbing turn to 2100′ and return to HAI RBn, contact Battle Creek Approach Control.

Notes: Obtain Battle Creek or South Bend weather prior to beginning IFR approach. MH facility operated by city of Three Rivers.

City, Three Rivers; State, Mich.; Airport Name, Haines Municipal; Elev., 830′; Fac. Class., MH (Private Facility); Ident., HAI; Procedure No. 1, Amdt. Orig.; Eff. Date, 6 Oct. 62

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Thornhurst VOR	LOM	Direct	3500	T-dn*	600-1	600-1	600-1
Hazleton RBn	LOM	Direct	3500	C-d	1200-1	1200-1½	1200-2
Crystal Lake Rbn#	LOM (Final)	Direct	2000	C-n	1300-2	1300-2	1300-2
				S-dn	NA	NA	NA
				A-d	1400-2	1400-2	1400-2
				A-n	1600-3	1600-3	1600-3

Radar transitions authorized in accordance with approved patterns.

Procedure turn West side of crs, 223° Outbnd, 043° Inbnd, 3500′ within 10 miles of LOM.**

Minimum altitude over facility on final approach crs, 3000′.

Crs and distance, facility to airport, 043°—3.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing Wilkes-Barre LOM, climb to 3500′ on course 043° from the Wilkes-Barre LOM, then proceed to Wilkes-Barre VOR, maintain 4000′, hold East, one-minute right turns, inbound course 268° or, when directed by ATC, (1) climb to 3500′ on crs 043° from the Wilkes-Barre LOM, turn left and proceed direct to Wilkes-Barre LOM, maintain 3500′, hold SW, one-minute left turns, inbound course 043°, (2) hold West of the Wilkes-Barre LOM at 3500′, one-minute right turns, inbound course 100°.

AIR CARRIER NOTE: Provisions for reduced visibility not authorized at night or day with day minimums below 1 mile for 65 knots or less aircraft and 1½ miles for more than 65 knots aircraft.

CAUTION: High terrain to East, Southeast and South of airport within 2.5 miles.

*Takeoff Runway 10 and 16, Day 600-2, Night 800-2.

**Nonstandard procedure turn and holding pattern due to terrain considerations and to provide separations from Hazleton traffic.

#This transition authorized only for aircraft dual ADF equipped.

City, Wilkes-Barre; State, Pa.; Airport Name, Wilkes-Barre-Scranton; Elev., 956′; Fac. Class., LOM; Ident., AV; Procedure No. 1, Amdt. 3; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 2; Dated, 14 July 62

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	----------	----------
				C-d	500-1	----------	----------
				C-n	500-2	----------	----------
				S-d-36	500-1	----------	----------
				S-n-36	500-2	----------	----------
				A-dn	NA	----------	----------

Procedure turn E side of crs, 207° Outbnd, 027° Inbnd, 2000′ within 10 miles.

Minimum altitude over facility on final approach crs, 1300′.

Crs and distance, facility to airport, 027°—6.1 mi.

If visual contact not established upon descent to authorized landing mimimums or if landing not accomplished within 6.1 miles after passing ENL-VOR, make right climbing turn to 2000′ and return to ENL-VOR.

CAUTION: No weather information available at Centralia. Check Vandalia weather before starting approach.

City, Centralia; State, Ill.; Airport Name, Centralia Municipal; Elev., 534′; Fac. Class., BVOR; Ident., ENL; Procedure No. 1, Amdt. 3; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 2; Dated, 16 Sept. 61

Mercer Int	VOR	Direct	3000	T-dn	300-1	300-1	200-½
Wesley Int	VOR	Direct	3000	C-dn	500-1	500-1	500-1½
Henley Int	VOR	Direct	3000	S-dn-20	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of final approach crs, 006° Outbnd, 186° Inbnd, 2800′ within 10 miles.

Minimum altitude over facility on final approach course, 2200′.

Crs and distance, facility to airport, 186°—3.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.4 miles after passing VOR, climb to 2800′ on R-186, make right turn to VOR; hold N 1-minute right turns; inbnd crs 186°.

City, Franklin; State, Pa.; Airport Name, Chess-Lamberton; Elev., 1540′ Fac. Class., VOR; Ident., FKL; Procedure No. 1, Amdt. Orig.; Eff. Date, 6 Oct. 62

Cedar Rapids LOM	IOW-VOR	Direct	2100	T-dn	300-1	300-1	200-½
				C-dn	600-2	600-2	600-2
				S-dn-35	600-2	600-2	600-2
				A-dn	NA	NA	NA

Procedure turn W side of crs, 210° Outbnd, 030° Inbnd, 2000′ within 10 miles.

Minimum altitude over facility on final approach crs, 1500′.

Crs and distance, facility to airport, 018°—7.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.5 miles, make right turn, climb to 2000′, and return to IOW-VOR.

Air carrier note: Alternate minimums of 800-2 authorized for air carriers with weather reporting service at the airport.

City, Iowa City; State, Iowa; Airport Name, Municipal; Elev., 661′; Fac. Class., BVOR; Ident., IOW; Procedure No. 1, Amdt. 1; Eff. Date, 6 Oct. 62; Sup. Amdt. No. Orig; Dated, 17 June 61

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less 65 knots or less	2-engine or less More than 65 knots	More than 2-engine, more than 65 knots
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 236° Outbnd, 056° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 034°—4.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles, after passing VOR, climb to 2100′ on R-034 within 20 miles.
CAUTION: Radio tower 1100′ MSL 2.7 miles N of airport.
NOTES: Approach control available through Rockford, Ill., control tower.

City, Janesville; State, Wis.; Airport Name, Rock County; Elev., 808′; Fac. Class., BVOR; Ident., JVL; Procedure No. 1, Amdt. 5; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 4; Dated, 23 Sept. 61

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 072° Outbnd, 252° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 252°—6.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 miles after passing VOR, climb to 1500′ on the LCH VOR R-249 within 20 miles.

City, Lake Charles; State, La.; Airport Name, Municipal; Elev., 16′; Fac. Class., BVOR; Ident., LCH; Procedure No.1, Amdt. 1; Eff. Date, 6 Oct. 62; Sup. Amdt. No. Orig.; Dated, 16 Dec. 61

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
Fort Sill Int	LAW VOR	Direct	2600	T-dn	300-1	300-1	200-½
Apache Int	LAW VOR	Direct	2600	C-dn*	400-1	500-1	500-1½
				S-dn-35*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs, 174° Outbnd, 354° Inbnd, 2200′ within 10 miles. Nonstandard due ATC.
Minimum altitude over LAW VOR on final approach crs, 2200′.
Crs and distance, facility to airport, 354°—8.8 mi; abeam PFL RBn to airport, 354°—2.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.8 miles after passing LAW-VOR, or 2.3 miles after passing PFL RBn, turn right, climb to 2600′ and return to LAW-VOR on R-005 or, when directed by ATC, climb to 3500′ on LAW-VOR R-352 and proceed to Apache Int.
NOTE: Authorized for military use only except by prior arrangement.
CAUTION: 1428′ msl tower 4 miles SE; 1644′ msl tower 5 miles ESE; 1800′ msl terrain 3.6 miles NW of airport.
*If RBn or Z marker not received, descent below 1900′ NA and minima are 700-2.

City, Lawton (Fort Sill); State, Okla.; Airport Name, Post AAF; Elev., 1187′; Fac. Class., BVOR; Ident., LAW; Procedure No. 1, Amdt. 2; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 1; Dated, 22 Sept. 62

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
Midland LOM	MAF-VOR	Direct	4500	T-dn	300-1	300-1	*200-½
Tarzan Int	MAF-VOR	Direct	4100	C-dn	400-1	500-1	500-1½
				S-dn-16R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 360° Outbnd, 180° Inbnd, 4300′ within 10 miles. Nonstandard due to ATC requirements.
All turns to be made on east side of crs.
Minimum altitude over facility on final approach crs, 3900′.
Crs and distance, facility to airport, 180°—3.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing MAF-VOR, climb to 4200′ on R-150 within 20 miles.
CAUTION: 4049′ MSL tower 9.5 mi NW and 3356′ MSL tower 5.5 mi NE of airport.
*300-1 required on Runways 16L and 34R.

City, Midland; State, Tex.; Airport Name, Midland-Air Terminal; Elev., 2867′; Fac. Class., BVOR; Ident., MAF; Procedure No. 1, Amdt. 11; Eff. Date, 6 Oct. 62; Sup Amdt. No. 10; Dated, 1 Sept. 62

From—	To—	Course and distance	Minimum altitude (feet)	Condition	65 knots or less	More than 65 knots	More than 2-engine, more than 65 knots
Clarksburg FM	SAC-VOR (Final)	Direct	1000	T-dn	300-1	300-1	200-½
Walnut Grove Int	Courtland Int	Direct	2500	C-dn	500-1	600-1	600-1½
Roseville Int	SAC-VOR	Direct	1600	S-dn-2	400-1	500-1	500-1
Courtland Int	SAC-VOR (Final)	Direct	1200	A-dn	800-2	800-2	800-2

Radar transitions and vectoring using Mather AFB Radar authorized in accordance with approved radar patterns.
Procedure turn S side of crs, 198° Outbnd, 018° Inbnd, 1200′ within 10 miles.
Minimum altitude over facility on final approach crs, 1000′. Minimum altitude over LFR/Z on final approach, 400′.
Crs and distance, facility to airport, 015°—4.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing VOR, climb to 2500′ on R-020 within 20 miles of SAC-VOR or, when directed by ATC, make climbing left turn and climb to 2000′ on R-328 within 20 miles.
Other change: Deletes transition from Isleton Int.

City, Sacramento; State, Calif.; Airport Name, Municipal; Elev., 21′; Fac. Class., H-BVORTAC; Ident., SAC; Procedure No. 1, Amdt. 9; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 8; Dated, 29 Apr. 61

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-4	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
				Aircraft equipped with VOR and LFR and FA-LFR or radar fix received, following minimums apply:			
				C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1

Radar vectoring authorized in accordance with approved patterns. Aircraft will be released for final approach without procedure turn inbound on final approach course 7 miles from VOR.
Procedure turn S side of crs, 229° Outbnd, 049° Inbnd, 2000 within 10 miles.
Minimum altitude over facility on final approach crs, 1400 ′.
Facility on airport. Minimum altitude over FA-LFR on final 1400′.
Crs and distance, breakoff point to approach end of Runway 4, 044°—0.9 mi; FA-LFR to Runway 4, 049°—2.8 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 2200′ on R-049 within 20 miles or, when directed by ATC, make right climbing turn to 2200′ and return to FWA-VOR.
Other change: Deletes transition from Markle FM.

City, Fort Wayne; State, Ind.; Airport Name, Baer Field; Elev., 801′; Fac. Class., BVORTAC; Ident., FWA; Procedure No. TerVOR-4, Amdt. 3; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 2; Dated, 16 June 62

OKK-VOR	MZZ-VOR	Direct	2200	T-dn	300-1	300-1	200-½
OKKR Bn	MZZ-VOR	Direct	2200	C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1
				A-dn*	NA	NA	NA

Procedure turn S side of crs, 211° Outbnd, 031° Inbnd, 2200′ within 10 miles.
Minimum altitude over facility on final approach crs, 1300′.
Crs and distance, breakoff point to approach end of runway, 038°—0.39 mi.
NOTE: All aircraft except scheduled air carrier obtain Bunker Hill AFB or Fort Wayne, Ind., current weather prior to IFR approach.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, make climbing left turn to 2200′ within 10 miles, return to MZZ-VOR.
*AIR CARRIER NOTE: 800-2 authorized for those air carriers with weather reporting service.

City, Marion; State, Ind.; Airport Name, Marion Municipal; Elev., 850′; Fac. Class., BVOR; Ident., MZZ; Procedure No. TerVOR-4, Amdt. 1; Eff. Date, 6 Oct. 62; Sup. Amdt. No. Orig.; Dated, 1 July 61

OKK-VOR	MZZ-VOR	Direct	2200	T-dn	300-1	300-1	200-½
OKK RBn	MZZ-VOR	Direct	2200	C-dn	700-1	700-1	700-1½
				S-dn-22	700-1	700-1	700-1
				A-dn#	NA	NA	NA
				If aircraft dual omni equipped and Jones Int* received, the following minimums apply:			
				C-dn	400-1	500-1	500-1½
				S-dn-22	400-1	400-1	400-1

Procedure turn S side of crs, 042° Outbnd, 222° inbnd, 2200′ within 10 miles of Jones Int* or MZZ-VOR.
Minimum altitude over MZZ-VOR on final approach crs, 1600′; over Jones Int* on final approach crs, 1600′.
Crs and distance, Jones Int* to airport, 222°—2.1 mi.
Crs and distance, breakoff point to approach end of Runway 22, 218°—0.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, make climbing left turn to 2200′ and return to MZZ-VOR.
NOTE: All aircraft except scheduled air carrier obtain Bunker Hill AFB or Fort Wayne, Ind., current weather prior to IFR approach.
*Jones Int: Int MZZ-VOR R-042 and OKK-VOR R-090.
#800-2 alternate minimums authorized for air carrier with approved weather service at this airport.

City, Marion; State, Ind.; Airport Name, Marion Municipal; Elev., 850′; Fac. Class., BVOR; Ident., MZZ; Procedure No. TerVOR-22, Amdt. 3; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 2; Dated, 16 June 62

Deer Park VOR	IDL VOR R-105	Via radar vectors*	2500	T-dn	300-1	300-1	200-½
Sandy Hook VHF Int	IDL VOR R-105	Via radar vectors*	2500	C-dn	700-1	700-1	700-1½
Int of DPK VOR R-241 and IDL VOR R-105 and/or 035° bearing from Lido RBn and R-105 of IDL VOR (Final).#	IDL VOR R-105	Via radar vectors*	2500	A-dn	800-2	800-2	800-2

Terminal area radar transition altitudes from R-030 clockwise through R-210 of IDL VOR, 1500 feet within 20 miles, 2500 feet within 25 miles.
Procedure turn NA. Radar vectors to final approach crs required. Final approach radial 105°.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, breakoff point to approach end of R-31R, 312°—1.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of IDL VOR, make left climbing turn to 2000′ on R-190 of IDL VOR to Sandy Hook VHF Int. Hold south right turns 1 minute, 010° Inbnd.
AIR CARRIER NOTE: Sliding scale not authorized.
Major change: Deletes reference to the Hempstead LFR as final approach fix.
*Radar vectors to final approach course will intercept final approach radial E of the final approach fix.
#Descent to published minimums authorized after passing final approach fix.

City, New York; State, N.Y.; Airport Name, International; Elev., 12′; Fac. Class., BVORTAC; Ident., IDL; Procedure No. TVOR (R-105), Amdt. 1; Eff. Date, 6 Oct. 62; Sup. Amdt. No. Orig.; Dated, 1 Sept. 62

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Deer Park VOR	IDL VOR R-141	Via radar vectors*	2500	T-dn	300-1	300-1	200-½
Sandy Hook VHF Int	IDL VOR R-141	Via radar vectors*	2500	C-dn	700-1	700-1	700-1½
Int of DPK VOR R-237 and IDL VOR R-141, and/or 215° brng from Lido RBn with IDL VOR 141° radial (Final).#	IDL VOR R-141	Via radar vectors*	2500	A-dn	800-2	800-2	800-2

Terminal area radar transition altitudes from R-030 clockwise through R-210 of IDL VOR 1500 ft within 20 miles, 2500 ft within 25 miles.
Procedure turn NA. Radar vectors to final approach crs required final approach radial 141°.
Minimum altitude over facility on final approach crs, 700′.
Crs and distance, breakoff point to approach end of R-31L, 312°—1.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of IDL VOR, make left climbing turn to 2000′ on 190° radial of IDL VOR to Sandy Hook Int. Hold south of Sandy Hook Int right turns 1 minute, 010° Inbnd.
AIR CARRIER NOTE: Sliding scale not authorized.
Major change: Deletes reference to the Hempstead LFR as final approach fix.
*Radar vectors to final approach course will intercept final approach radial southeast of the final approach fix.
#Descent to published minimums authorized after passing final approach fix.

City, New York; State, N.Y.; Airport Name, International; Elev., 12′; Fac. Class., BVORTAC; Ident., IDL; Procedure No. TerVOR (R-141), Amdt. 1; Eff. Date, 6 Oct. 62; Sup. Amdt. No. Orig.; Dated, 1 Sept. 62

From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less, 65 knots or less	2-engine or less, more than 65 knots	More than 2-engine, more than 65 knots
				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-5L and R	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Radar vectoring by Quonset Point RATCC is authorized within 20 miles of PVD Airport at minimum altitude of 1800′ except not below 2000′ when more than 8 miles from PVD Airport between 030° and 065° radials of the PVD VOR.
Radar vector to final approach must intercept the final approach course more than 1 mile SW of the PVD-ILS-LOM.
Procedure turn W side of crs, 226° Outbnd, 046° Inbnd, 1700′ within 10 miles of PVD-ILS-LOM.
Minimum altitude over facility on final approach crs 1600′ until over PVD-ILS-LOM.
VOR on airport. No runway centerline intercept provided to allow use of dual runways.
Crs and distance, LOM to airport, 046°—5.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles of LOM make climbing left turn to 2000′ to Foster Int. Hold SW on 057° radial of ORW VOR, 1-minute left turn.
CAUTION: 849′ tower 4.8 miles N of airport.
Other change: Deletes transitions from Providence LFR and Lafayette Int.

City, Providence; State, R.I.; Airport Name, Green Airport; Elev., 56′; Fac. Class., BVOR; Ident., PVD; Procedure No. TVOR-5, Amdt. 2; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 1; Dated, 4 Aug. 62

From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less, 65 knots or less	2-engine or less, more than 65 knots	More than 2-engine, more than 65 knots
Raymond Int*	ILL VOR	Direct	2600	T-dn	300-1	300-1	----------
				C-d	600-1	600-1	----------
				C-n	600-2	600-2	----------
				S-d-10	600-1	600-1	----------
				S-n-10	600-2	600-2	----------
				A-dn	NA	NA	----------

Procedure turn S side of crs, 277° Outbnd, 097° Inbnd, 2600′ within 10 mi.
Minimum altitude over facility on final approach course, 1700′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of ILL-VOR, make right climbing turn to 2600′ on R-116 within 10 miles.
CAUTION: 1648′ radio tower 2.2 miles E of airport.
*Raymond Int: Int. DWN R-261 and ILL R-171.

City, Willmar; State, Minn.; Airport Name, Municipal; Elev., 1130′; Fac. Class., L-VOR (State-owned); Ident., ILL; Procedure No. TerVOR-10, Amdt. Orig.; Eff. Date, 6 Oct. 62

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Lake Charles RBn	LOM	Direct	1500	T-dn	300-1	300-1	200-½
LCH VOR	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
				S-dn-15	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Radar transition altitude 1500′ within 25 miles. Radar may be used to position aircraft on final approach with elimination of procedure turn.
Procedure turn W side of crs, 328° Outbnd, 148° Inbnd, 1500 within 10 miles.
Minimum altitude at glide slope interception inbnd, 1500′.
Altitude of glide slope and distance to approach end of runway at LOM, 1170′—4.2 mi; at LMM, 199′—0.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1500′ on the SE crs of ILS within 20 miles or, when directed by ATC, make immediate right turn, climbing to 1500′ on the LCH VOR R-210 within 20 miles.

City, Lake Charles; State, La.; Airport Name, Municipal; Elev., 16′; Fac. Class. ILS; Ident., I-LLS; Procedure No. ILS-15, Amdt. 2; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 1; Dated, 28 July 62

ILS Standard Instrument Approach Procedure—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Lake Charles VOR	Brown Int*	Direct	1500	T-dn	300-1	300-1	200-½
Lake Charles RBn	Brown Int*	Direct	1500	C-dn	400-1	500-1	500-1½
				S-dn-33	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar transition altitude 1500′ within 25 miles. Radar may be used to position aircraft on final approach with elimination of procedure turn.
Procedure turn side of crs, 148° Outbnd, 328° Inbnd, 1500′ within 10 miles.
Minimum altitude over Brown Int* on final approach crs, 1500′.
Crs and distance, Brown Int* to airport, 328°—5.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing Brown Int,* climb to 1500′ on the NW crs of the ILS within 20 miles.
*Brown Int: Int LCH-VOR R-200 and SE crs LLS ILS.

City, Lake Charles; State, La.; Airport Name, Municipal; Elev., 16′; Fac. Class., ILS; Ident., I-LLS; Procedure No. ILS-33, Amdt. 1; Eff. Date, 6 Oct. 62; Sup. Amdt. No. Orig.; Dated, 3 Mar. 62

MY RBn	LOM	Direct	1800	T-dn	300-1	300-1	200-½
MSY VOR	LOM	Direct	1800	C-dn	500-1	500-1	500-1½
LaPlace MHW	LOM (Final)	Direct	1800	S-dn-10*	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Radar may be used to position aircraft for a final approach within 5 miles west of LOM with the elimination of a procedure turn. Radar vectoring authorized in accordance with approved procedures.
Procedure turn S side W crs, 279° Outbnd, 099° Inbnd, 1800′ within 10 miles.
Minimum altitude at glide slope int inbnd, 1800′.
Altitude of glide slope and distance to approach end of runway at OM, 1780′—6.6 mi; MM, 189′—0.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000′ on E crs ILS within 20 miles or, when directed by ATC, (1) turn left, climb to 1400′ on 030° radial MSY-VOR or (2) turn left, climb to 1500′ on R-060 MSY-VOR or (3) turn right, climb to 1500′ on R-175 MSY-VOR, all within 20 miles of MSY-VOR.
Caution: 409′ radio tower 2.3 miles north of airport.
*400-¾ required when glide slope not utilized.

City, New Orleans; State, La.; Airport Name, Moisant International; Elev., 3′; Fac. Class., ILS; Ident., IMSY; Procedure No. ILS-10, Amdt. 12; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 11; Dated, 20 Jan. 62

Clarksburg FM	LOM (Final)	Direct	1200	T-dn	300-1	300-1	200-½
Walnut Grove Int	Courtland Int	Direct	2500	C-dn	500-1	600-1	600-1½
Courtland Int	LOM	Direct	1200	S-dn-2*	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Radar transitions and vectoring using Mather Radar authorized in accordance with approved radar patterns.
Procedure turn S side of crs, 195° Outbnd, 015° Inbnd, 1200′ within 10 miles.
Minimum altitude at glide slope int inbnd, 1200′.
Altitude of glide slope and distance to approach end of runway at OM 1169′—4.0 mi, at MM 213′—0.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500′ on NE crs SO-LFR or R-020 SAC-VOR within 20 miles or, when directed by ATC, climb straight ahead to 500′, make left climbing turn and climb to 2000′ on SAC VOR R-328 within 20 miles.
Other changes: Deletes transitions from SO LFR, SAC VOR, Galt Int, and Isleton Int.
*If glide slope not utilized, 400-1 required.

City, Sacramento; State, Calif.; Airport Name, Municipal; Elev., 21′; Fac. Class., ILS; Ident., I-SAC; Procedure No. ILS-2, Amdt. 8; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 7; Dated, 29 Apr. 61

PIE-VOR	LOM	Direct	1300	T-dn#	300-1	300-1	*200-½
TA-RBn	LOM	Direct	1500	C-dn	500-1	500-1	500-1½
				S-dn-18##**	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved pattern.
Procedure turn W side N crs, 001° Outbnd, 181° Inbnd, 1300′ within 10 miles.
Minimum altitude at glide slope interception inbnd, 1300′.
Altitude of glide slope and distance to approach end of runway at LOM, 1220′—4.0 mi; at MM, 220′—0.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right to 225°, climb to 1500′ on R-080/R-260 PIE-VOR within 20 miles or, when directed by ATC, climb to 1500′ on S crs of ILS or 181° crs from LOM within 20 miles.
Air Carrier Notes: 200-½ absolute minimum for takeoff Runway 27. Runway 14-32 closed to all air carrier operations.
Caution: 210′ radio tower 1 mile WSW of airport.
#Runway visual range 2600′ also authorized for takeoff on Runway 18 in lieu of 200-½ when 200-½ is authorized, provided high intensity runway lights are operational.
##Runway visual range 2600′ also authorized for landing on Runway 18, provided all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators, and all related airborne equipment are operating satisfactorily. Descent below 227′ MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of the clouds.
*1-mile visibility required all operations Runway 14-32.
**400-¾ required when glide slope not utilized.

City, Tampa; State, Fla.; Airport Name, International; Elev., 27′; Fac. Class., ILS; Ident., I-TPA; Procedure No. ILS-18, Amdt. 16; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 15; Dated, 31 Mar. 62

TA-RBn	Dawson Int#	Direct	1500	T-dn	300-1	300-1	*200-½
PIE-VOR	Dawson Int#	Direct	1500	C-dn	500-1	500-1	500-1½
Int S crs ILS and 031° brg to TA-RBn or PIE-VOR R-121.	Dawson Int# (Final)	Direct	1500	S-dn-36	400-1	400-1	400-1
Int N crs ILS and PIE-VOR R-038	Dawson Int#	Direct	1500	A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn E side S crs, 181° Outbnd, 001° Inbnd, 1500′ within 10 miles.
No glide slopes. No markers. Altitude over Dawson Int# on final, 1500′.
Crs and distance, Dawson Int# to Runway 36, 001°—4.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing Dawson Int, climb to 1200′ on N crs of ILS within 20 miles.
Caution: 210′ radio tower 1 mile WSW of airport.
Air Carrier Notes: 200-½ absolute minimum for takeoff Runway 27. Runway 14-32 closed to all air carrier operations.
*1-mile visibility required all operations on Runway 14-32.
#Int S crs TPA ILS and PIE-VOR R-097 or 271° brng from TA-RBn.

City, Tampa; State, Fla.; Airport Name, International; Elev., 27′; Fac. Class., ILS; Ident., I-TPA; Procedure No. ILS-36, Amdt. 7; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 6; Dated, 19 May 62

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Thornhurst VOR	CYE* RBn	Direct	3500	T-dn#	600-1	600-1	600-1
Effort Int	CYE* RBn	Direct	3500	C-d	900-1½	1000-1½	1000-2
Pocono Int	CYE* RBn	Direct	3500	C-n	1300-2	1300-2	1300-2
Avoca Int	CYE* RBn	Direct	3500	S-dn-4**	600-1	600-1	600-1
Lopez Int	CYE* RBn	Direct	3500	A-d	1200-2	1200-2	1200-2
Hazleton RBn	CYE* RBn	Direct	3500	A-n	1600-3	1600-3	1600-3
Hazleton VOR	CYE* RBn	Direct	3500				
Scranton Int##	CYE* RBn	Direct	4000				

Radar transitions authorized in accordance with approved patterns. Radar vectoring to final approach crs must intercept localizer SW of CYE RBn.

Procedure turn W% side SW crs, 223° Outbnd, 043° Inbnd 3500′ within 10 miles of Crystal Lake RBn.

Minimum altitude at glide slope int inbnd final, 3500′ over Crystal Lake RBn.

Altitude of glide slope and distance to approach end of runway at CYE* RBn, 3500′—8.5 mi; at OM, 2230′—3.9 mi; at MM, 1180′—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing Wilkes-Barre LOM or 8.5 miles after passing Crystal Lake RBn, climb to 3500′ on crs 043° from the Wilkes-Barre LOM, then proceed direct to the Wilkes-Barre VOR, maintain 4000′. Hold east, 1-minute right turns, inbound crs 268° or, when directed by ATC, (1) climb to 3500′ on crs 043° from the LOM, turn left and proceed direct to Cyrstal Lake RBn, maintain 3500′, hold SW 1-minute left turns inbound crs 043°, (2) hold west of Crytsal Lake RBn, 3500′ 1-minute right turns, inbnd crs 100°.

NOTE: High terrain to E, SE and S of airport within 2.5 miles.

AIR CARRIER NOTE: Provisions for reduced visibility not authorized at night or with day minimums below 1 mile for 65 knots or less aircraft and 1½ miles for more than knots aircraft.

#Takeoff minimums for Runways 10 and 16: Day—600-2, Night—800-2.

*Crystal Lake RBn: This approach is authorized only when Crystal Lake Radio Beacon is operating, and/or when radar vectoring to final is available.

%Procedure turn nonstandard to provide separation from approaches to Hazelton, Pa.

**If glide slope not utilized, straight-in minimums to Runway 4 will be 800-1, 65 knots or less, 800-1½, more than 65 knots. After passing CYE RBn, if OM not received do not descend below 2600′.

##Scranton Int: Int R-349 Thornhurst VOR and R-289 Wilkes-Barre VOR.

City, Wilkes-Barre; State, Pa.; Airport Name, Wilkes-Barre-Scranton; Elev., 956′; Fac. Class., ILS; Ident., I-AVP; Procedure No. ILS-4, Amdt. 15; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 14; Dated, 14 July 62

6. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
All sectors	Radar Site	Within 25 mi	2500	Surveillance approach			
All sectors	Radar Site	Within 35 mi	3000				
All sectors	Radar Site	Within 40 mi	4000	T-dn	300-1	300-1	200-½
				C-dn*	500-1	500-1	500-1½
				C-dn**	600-1	600-1	600-1½
				S-dn*	500-1	500-1	500-1
				S-dn**	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—

Runways 9R/L, 12, 5, 18, and 36, climb to 2500′ and proceed direct to CMH RBn; hold E within 10 miles 275° Inbnd, 1-minute right turns.

Runways 23, 27R/L, and 30, climb to 2500′ and proceed direct to CMH RBn; hold W within 10 miles; 1-minute right turns, 095° Inbnd.

*All runways except 5 and 36.

**Runways 5 and 36.

City, Columbus; State, Ohio; Airport Name, Port Columbus; Elev., 816′; Fac. Class. and Ident., Port Columbus Radar; Procedure No. 1, Amdt. 3; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 2; Dated, 30 July 55

Radar Standard Instrument Approach Procedure—Continued

Radar terminal area maneuvering sectors and altitudes													
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.
340	270	20	2700	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------
270	340	20	3500	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

Ceiling and visibility minimums			
Condition	2-engine or less		More than 2-engine, more than 65 knots
	65 knots or less	More than 65 knots	
Precision approach			
T-dn	300-1	300-1	200-½
C-dn	400-1	500-1	500-1½
S-dn-17 and 35	200-½	200-½	200-½
A-dn	600-2	600-2	600-2
Surveillance approach			
T-dn	300-1	300-1	200-½
C-dn	400-1	500-1	500-1½
S-dn-17 and 35	400-1	400-1	400-1
A-dn	800-2	800-2	800-2

All bearings are from the radar site with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—

Runway 17: Climb to 2600′ on LAW R-352 and proceed to VOR.

Runway 35: Turn right, climb to 2600′ on LAW R-352 to LAW-VOR or, when directed by ATC, climb to 3500′ to Apache Int on LAW-VOR R-352.

Caution: High terrain northwest.

Notes: 1. Hours of operation: 0800-1600 Monday through Friday. 1 hour prior notice on IFR, holidays and weekends. 2. Authorized for military use only except by prior arrangement.

City, Lawton; State, Okla.; Airport Name, Post AAF; Elev., 1187′; Fac. Class. and Ident., Post Radar; Procedure No. 1, Amdt. 3; Eff. Date, 6 Oct. 62; Sup. Amdt. No. 2: Dated, 22 Sept. 62

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on August 30, 1962.

G. S. Moore,
Acting Director, Flight Standards Service.

[F.R. Doc. 8924; Filed, Sept. 19, 1962; 8:45 a.m.]

Title 6—AGRICULTURAL CREDIT

Chapter IV—Commodity Credit Corporation, Department of Agriculture

PART 464—TOBACCO

Subpart—Tobacco Loan Program

Deductions From Advances

Paragraph (b) of § 464.1204 *Deductions from advances*, of the statement with respect to the Tobacco Loan Program published in the Federal Register on July 4, 1962 (27 F.R. 6311) is hereby amended as follows:

§ 464.1204 Deductions from advances.

* * * * *

(b) If any producer on a farm is indebted to the United States and such indebtedness is listed on the county debt record, the Government will effect collection of the amount of the indebtedness by set-off from the amount of price support advance due the producer in the following manner: Any within-quota marketing card issued for such farm in accordance with the applicable regulations issued by the Secretary of Agriculture with respect to marketing quotas will bear the notation "Indebted to U.S." on the front cover thereof and on the county office copy of each memorandum of sale, and the name of the debtor and the amount of the indebtedness will be shown on the inside back cover of the marketing card. The acceptance and use of a within-quota marketing card bearing a notation and information of indebtedness to the United States by the producer named as debtor on such card will constitute an authorization by such producer to any tobacco warehouseman or association to pay to the United States the price support advance due the producer to the extent of his indebtedness set forth on such card but not to exceed that portion of the price support advance remaining after deduction of usual warehouse and authorized price support charges and amounts due prior lienholders. The acceptance and use of a within-quota marketing card bearing a notation and information of indebtedess to the United States will not constitute a waiver of any right of the producer to contest the validity of such indebtedness by appropriate administrative appeal or legal action and shall not necessitate a producer accepting a price support advance from which such indebtedness would be deductible.

Effective date: Date of publication.

Signed at Washington, D.C. on September 14, 1962.

John P. Duncan, Jr.,
Assistant Secretary.

[F.R. Doc. 62-9398; Filed, Sept. 19, 1962; 8:51 a.m.]

PART 464—TOBACCO

Subpart—Tobacco Loan Program

Special Provisions for 1962 Crop of Flue-Cured Tobacco

The statement with respect to the tobacco price support loan program is hereby amended to revise the special provisions applicable to the 1962 crop of flue-cured tobacco. Because of inadequate buyer representation during the first day of sale on type 11a, Old Belt markets, the Department of Agriculture suspended its tobacco inspection and price support services until a sufficient number of companies would be represented to assure a bona fide auction sale. Because of the delay in normal marketings caused by this suspension and the advanced maturity of tobacco in the Old Belt, it is deemed advisable that price support not be limited during the first four days after resumption of auction sales in the Old Belt to untied tobacco, as specified in the present regulation, but that it be extended to tied tobacco as well.

Accordingly, § 464.1211 is hereby amended to read as follows:

§ 464.1211 Special provisions applicable only to 1962 crop flue-cured tobacco.

During the first five sales days on each flue-cured tobacco market other than the Georgia-Florida markets, price support will be available on lugs, including primings and nondescript grades thereof, which are otherwise eligible for price support and are offered for sale in untried form. During these five days price support will not be available on tied tobacco, except as stated below with respect to Old Belt markets, or on untied tobacco of other grades. Beginning with the sixth day of the sale, price support will be available only on eligible tobacco offered for sale in tied form. On the Old Belt markets from the second through the fifth sales days price support will be available on both (1) lugs, including primings and nondescript grades thereof, which are otherwise eligible for price support and are offered for sale in untied form, and (2) eligible tobacco offered for sale in tied form.

Effective date: Date of signing.

Signed at Washington, D.C., on September 14, 1962.

JOHN P. DUNCAN, Jr.,
Assistant Secretary.

[F.R. Doc. 62-9397; Filed, Sept. 19, 1962; 8:51 a.m.]

Title 12—BANKS AND BANKING

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER D—FEDERAL SAVINGS AND LOAN INSURANCE CORPORATION

[No. FSLIC-1, 442]

PART 563—OPERATIONS

Participations in Loans

Resolved that the Federal Home Loan Bank Board, upon the basis of consideration by it of the advisability of amendment of paragraph (b) of § 563.9-1 of the rules and regulations for Insurance of Accounts (12 CFR 563.9-1) by enlarging the territorial limits set forth in the first two sentences of said paragraph so as to include cases in which the property is not located within the regular lending area set forth in said respective sentences but is located within 100 miles from the principal office of another lender as referred to in the first sentence of said paragraph or within 100 miles from the principal office of the seller as referred to in the second sentence of said paragraph, and for the purpose of effecting such amendment, hereby amends paragraph (b) of § 563.9-1 of the rules and regulations for Insurance of Accounts (12 CFR 563.9-1) to read as follows, effective September 20, 1962:

(b) *Retainage.* No insured institution shall participate in the making of a loan pursuant to the approval granted by this section unless the property securing the loan is located within the regular lending area, or within 100 miles from the principal office, of another lender which participates to the extent of at least fifty percent in the making of such loan. No insured institution shall purchase a participation in a loan pursuant to the approval granted by this section unless the property securing the loan is located within the regular lending area, or within 100 miles from the principal office, of the seller and the seller, at the close of the sale, has a participation of at least twenty-five percent in such loan. An insured institution which is another lender within the meaning of the first sentence of this paragraph or a seller within the meaning of the second sentence thereof shall not, without the prior written approval of the Corporation, sell or dispose of its participating interest or any part thereof (except to a Federal Home Loan Bank by way of security only) unless, at the close of such sale or other disposition, it has a participation of at least fifty percent in such loan, except that the foregoing amount of fifty percent in this sentence shall be twenty-five percent in the case of an insured institution which, with respect to such loan, is a seller within the meaning of the second sentence of this paragraph and is not another lender within the meaning of the first sentence thereof. As used in this paragraph, the term "regular lending area" means the territory within fifty miles from an institution's principal office and the territory within which such institution was, within the meaning of the first sentence of § 563.9, operating on June 27, 1934.

(Secs. 402, 403, 48 Stat. 1256, 1257, as amended; 12 U.S.C. 1725, 1726. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 supp)

Resolved further that, as said amendment only relieves restriction, the Board hereby finds that notice and public procedure thereon are unnecessary under the provisions of § 508.12 of the general regulations of the Federal Home Loan Bank Board (12 CFR 508.12) or section 4(a) of the Administrative Procedure Act, and the Board hereby finds that, as said amendment relieves restriction, the publication of said amendment for the period specified in section 4(c) of said act prior to the effective date of said amendment is unnecessary and hereby provides that said amendment shall become effective as hereinbefore set forth.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 62-9383; Filed, Sept. 19, 1962; 8:50 a.m.]

Title 13—BUSINESS CREDIT AND ASSISTANCE

Chapter I—Small Business Administration

PART 107—SMALL BUSINESS INVESTMENT COMPANIES

[Amendment 11]

Capital and Surplus of Licensees

Pursuant to authority contained in section 308 of the Small Business Investment Act of 1958, Public Law 85-699, 72 Stat. 694, as amended, there is amended, as set forth below, § 107.301 of Part 107 of Subchapter B, Chapter I of Title 13 of the Code of Federal Regulations as revised in 26 F.R. 8232-8242 and amended.

Information and effective date. The subject amendment provides that a Proposed Operator must have paid-in capital and paid-in surplus from private sources of at least $150,000 and that SBA may, upon request, purchase subordinated debentures in an amount equal to the paid-in capital and paid-in surplus from private sources but not to exceed $400,000.

Since the subject amendment amounts to a relaxation of the former regulation and is therefore exempt from the rule-making requirements of the Administrative Procedure Act (5 U.S.C. 1003), and because of the necessity of promptly applying the amendment to the program authorized under the Small Business Investment Act of 1958, as amended, it shall become effective upon publication in the FEDERAL REGISTER.

The Regulations Governing Small Business Investment Companies (26 F.R. 8232-8242), as amended, is hereby further amended by:

1. Deleting § 107.301 in its entirety and inserting in lieu thereof a new § 107.301 which reads as follows:

§ 107.301 Capital and surplus of licensees.

(a) In considering whether to issue a License to a Proposed Operator SBA will, in addition to all other requirements and criteria, give preference to those Proposals which contemplate the minimum use of Government funds. The management of a Proposed Operator or of a Licensee should plan and encourage the maximum investment of private funds.

(b) A Proposed Operator must have a paid-in capital and paid-in surplus from private sources of at least $150,000 (exclusive of organizational expenses), in cash or eligible Government securities. To the extent that additional funds are not available to the Proposed Operator from private sources on reasonable terms, it may request SBA, in the License Application, to agree to purchase subordinated debentures in the following amounts:

(1) In the amount required to meet the $300,000 statutory minimum, or

(2) In such greater amount, up to but not exceeding $400,000, as the Proposed Operator may match with paid-in capital and paid-in surplus from private sources.

(c) On or before October 3, 1963, or the second anniversary of the issuance of its License, whichever is later, a Licensee may request SBA to agree to purchase its Subordinated Debenture in an amount which, when added to any Subordinated Debenture previously issued to SBA, will not exceed the lesser of:

(1) $400,000, or

(2) Its paid-in capital and paid-in surplus from private sources.

(d) In connection with any request for such funds, the Licensee shall submit evidence satisfactory to SBA that such funds are not available on reasonable terms from private sources.

(e) SBA may issue a commitment for such funds. Such commitment will expire one year from the date it is issued; but in no case later than October 3, 1964, or three years after the date of the issuance of the License, whichever is later. The commitment, as well as the Subordinated Debenture itself, shall be treated as part of the paid-in capital and paid-in surplus of a Licensee for the purposes of sections 302(a), 303(b), and 306 of the Act.

(f) A commitment fee shall be computed against the amount committed but not disbursed. Such fee will be at the rate of one-twelfth of one percent for each 30-day period or fraction thereof, beginning with the first day after the first thirty days following the date of the commitment. The fee shall be due and payable upon billing. The fee shall not apply to any amount for which disbursement is requested during the initial 30-day period following the date of the commitment. Thereafter, the fee will terminate, as to the amount requested to be disbursed, at the end of the 30-day period during which request for disbursement is made. The date which appears on the SBA form used to request the disbursement shall be deemed to be the date the disbursement is requested, but if ten days or more have elapsed between the date of the form and the date of its receipt in the appropriate Regional Office of SBA, SBA may, in its discretion, consider that the request was made as of the date of such receipt. Disbursement of funds shall be subject to § 107.709 (a) and (b).

(g) Such Subordinated Debentures shall contain such terms and conditions, as shall be determined by SBA. Interest shall be at the rate of five percent per annum and maturities shall not exceed twenty years. The debentures may be prepaid at any time without penalty, subject, however, to the requirements of § 107.0101. Amortization of the debentures shall commence no later than the beginning of the second half of their term.

(h) Proceeds of Subordinated Debentures shall not be used by a Licensee to provide loans or equity capital to business concerns which derive a substantial portion of their net sales from the sale of alcoholic beverages. Compliance with this requirement shall be deemed to have been demonstrated if the Licensee, within thirty days after receipt of any such proceeds, and thereafter for as long as the debentures remain unpaid, maintains assets consisting of cash, eligible Government securities, and portfolio investments and loans involving enterprises which do not derive a substantial portion of their net sales from the sale of alcoholic beverages (exclusive of all investments and loans already in the Licensee's portfolio at the time that the proceeds of such Subordinated Debentures were disbursed), equal in face value to no less than the unpaid principal of such Subordinated Debentures.

Dated: September 14, 1962.

JOHN E. HORNE,
Administrator.

[F.R. Doc. 62-9393; Filed, Sept. 19, 1962; 8:51 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Dockets C-201, C-202, C-203]

PART 13—PROHIBITED TRADE PRACTICES

Royal Publications, Inc., et al.

Subpart—Discriminating in price under section 2, Clayton Act—Payment for services or facilities for processing or sale under 2(d): § 13.825 *Allowances for services or facilities.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 2, 49 Stat. 1527; 15 U.S.C. 13) [Cease and desist orders: Royal Publications, Inc., et al., New York, N.Y., Docket C-201, Aug. 3, 1962; Variety, Inc., New York, N.Y., Docket C-202, Aug. 3, 1962; and Golf Digest, Inc., Evanston, Ill., Docket C-203, Aug. 7, 1962]

In the Matters of: Royal Publications, Inc., a Corporation; Lancer Books, Inc., a Corporation; and Walter Zacharius, Irwin Stein, and Seth J. Solomon, Individually and as Officers of Said Corporations; Variety, Inc., a Corporation; and Golf Digest, Inc., a Corporation

Consent orders requiring the two New York City publishers of (1) "Cars" and "Swank" magazines and paperback books, and (2) "trade papers" including "Variety" magazine, and the Evanston, Ill., publisher of (3) "Golf Digest" magazine, respectively, to cease violating section 2(d) of the Clayton Act by making payments—and on the basis of individual negotiation and not proportionally equal—to certain operators of chain retail outlets in railroad, airport, and bus terminals and outlets in hotels and office buildings, while not offering such allowances on proportionally equal terms to all competitors of such outlets, including drug and grocery chains and other newsstands.

Combining respondents and their respective publications, three separate identical orders to cease and desist are as follows, including further requirement of reports of compliance therewith:

It is ordered, That respondents Royal Publications, Inc., and Lancer Books, Inc., both corporations, their respective officers, and Walter Zacharius, Irwin Stein and Seth J. Solomon, individually and as officers of said corporations; Variety, Inc., a corporation, and its officers; Golf Digest, Inc., a corporation, and its officers; and respondents' employees, agents and representatives, directly or through any corporate or other device, in connection with the distribution, sale or offering for sale of publications including magazines, paperback books, or "trade papers", in commerce, as "commerce" is defined in the amended Clayton Act, do forthwith cease and desist from: Paying or contracting for the payment of an allowance or anything of value to, or for the benefit of, any customer as compensation or in consideration for any services or facilities furnished by or through such customer in connection with the handling, offering for sale, sale or distribution of publications including magazines, paperback books, or "trade papers", published, sold or offered for sale by respondents, unless such payment or consideration is affirmatively offered and otherwise made available on proportionally equal terms to all of their other customers competing with such favored customer in the distribution of such publications including magazines, paperback books, or "trade papers".

The word "customer" as used above shall be deemed to mean anyone who purchases from a respondent, acting either as principal or agent, or from a distributor or wholesaler where such transaction with such purchaser is essentially a sale by such respondent, acting either as principal or agent.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of these orders, file with the Commission reports in writing setting forth in detail the manner and form in which they have complied with these orders.

Issued: August 3, 1962 (D. C-201), (D. C-202), August 7, 1962 (D. C-203).

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 62-9365; Filed, Sept. 19, 1962; 8:47 a.m.]

Title 29—LABOR

Chapter V—Wage and Hour Division, Department of Labor

PART 688—ARTIFICIAL FLOWER, DECORATION, AND PARTY FAVOR INDUSTRY IN PUERTO RICO

Wage Order

Pursuant to section 5 of the Fair Labor Standards Act of 1938, as amended (52 Stat. 1062, as amended; 29 U.S.C. 205), and by means of Administrative Order No. 562 (27 F.R. 6096), the Secretary of Labor appointed and convened Industry Committee No. 53-B. Administrative Order No. 562 referred to Industry Committee No. 53-B the question of the minimum wage rate or rates to be paid under section 6(c) of the Act to employees in the artificial flower, decoration, and party favor industry in Puerto Rico, as defined in that Order, and gave due notice of the hearing of the Committee, as provided in 29 CFR 511.2.

Subsequent to an investigation and a hearing conducted pursuant to the notice, the Committee filed with the Administrator a report containing its findings of fact and recommendations with respect to the matters referred to it.

Accordingly, as authorized and required by section 8 of the Fair Labor Standards Act of 1938 (52 Stat. 1064, as amended; 29 U.S.C. 208), Reorganization Plan No. 6 of 1950 (64 Stat. 1263; 3 CFR 1949-53 Comp., p. 1004), and General Order No. 45-A of the Secretary of Labor (15 F.R. 3290), the recommendations of Industry Committee No. 53-B are hereinafter published in this revision of 29 CFR Part 688.

Effective October 5, 1962, 29 CFR Part 688 is hereby revised to read as follows:

Sec.
688.1 Definition.
688.2 Wage rates.
688.3 Notices.

AUTHORITY: §§ 688.1 to 688.3 issued under sec. 8, 52 Stat. 1064, as amended; 29 U.S.C. 208. Interpret or apply sec. 5, 6, 52 Stat. 1062, as amended; 29 U.S.C. 205, 206.

§ 688.1 Definition.

The artificial flower, decoration, and party favor industry in Puerto Rico, to which this part shall apply, is defied as the manufacture of flowers, buds, berries, foliage, leaves, fruits, plants, stems, and branches which are commonly or commercially known as artificial; and the manufacture of party favors and ornaments and decorations for holidays, except those made of molded plastic or metal other than metallic chenille, foil or tinsel.

§ 688.2 Wage rates.

Wages at a rate of not less than 85 cents an hour shall be paid under section 6(c) of the Fair Labor Standards Act of 1938 by every employer to each of his employees in the artificial flower, decoration, and party favor industry in Puerto Rico who in any workweek is engaged in commerce or in the production of goods for commerce, or is employed in an enterprise engaged in commerce or the production of goods for commerce.

§ 688.3 Notices.

Every employer subject to the provisions of § 688.2 shall post in a conspicuous place in each department of his establishment where employees subject to the provisions of § 688.2 are working such notices of this part as shall be prescribed from time to time by the Administrator of the Wage and Hour and Public Contracts Divisions of the United States Department of Labor, and shall give such other notice as the Administrator may prescribe.

Signed at Washington, D.C., this 14th day of September 1962.

CLARENCE T. LUNDQUIST,
Administrator.

[F.R. Doc. 62-9394; Filed, Sept. 19, 1962; 8:51 a.m.]

Title 45—PUBLIC WELFARE

Chapter I—Office of Education, Department of Health, Education, and Welfare

PART 114—FEDERAL ASSISTANCE UNDER PUBLIC LAW 815, 81ST CONGRESS AS AMENDED, IN CONSTRUCTION OF MINIMUM SCHOOL FACILITIES IN AREAS AFFECTED BY FEDERAL ACTIVITIES

First Deadline for Applications With Respect to Funds Available During Fiscal Year 1963

Subpart B of Part 114, 45 CFR (23 F.R. 7291, September 19, 1958, as amended by 24 F.R. 3694, May 7, 1959, 24 F.R. 7694, September 24, 1959, 25 F.R. 2531, March 25, 1960, 25 F.R. 9141, September 23, 1960, 26 F.R. 2688, March 30, 1961, 26 F.R. 9777, October 18, 1961, and 27 F.R. 4028, April 27, 1962), issued pursuant to Public Law 815, 81st Congress, as amended (64 Stat. 967), 20 U.S.C. 631, is hereby amended by adding a new section (§ 114.28) in order to establish a first deadline date for filing applications with respect to funds available during the fiscal year 1963. The new section reads as follows:

§ 114.28 First deadline for applications with respect to funds available during fiscal year 1963.

For the purposes of sections 3 and 14 of the Act, November 19, 1962, is fixed as the date on or before which all complete applications for payments to which an applicant may be entitled under the Act from funds then available for such purposes shall be filed.

(Sec. 208, 64 Stat. 975, as amended; 20 U.S.C. 642)

Dated: August 31, 1962.

[SEAL] STERLING M. MCMURRIN,
U.S. Commissioner of Education.

Approved: September 14, 1962.

ANTHONY J. CELEBREZZE,
Secretary of Health, Education, and Welfare.

[F.R. Doc. 62-9392; Filed, Sept. 19, 1962; 8:51 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER B—CARRIERS BY MOTOR VEHICLE

PART 170—COMMERCIAL ZONES

[Ex Parte No. MC-37]

Cleveland, Ohio

At a session of the Interstate Commerce Commission, Division 1, held at its office in Washington, D.C., on the 6th day of September A.D. 1962.

It appearing that on March 23, 1948, the Commission, division 5, made and filed its first supplemental report, 48 M.C.C. 95, and order in the above-entitled proceeding, establishing the limits of the zone adjacent to and commercially a part of Cleveland, Ohio, within the meaning of section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)), within which zone transportation by motor vehicle, in interstate or foreign commerce, is partially and conditionally exempt from regulation;

It further appearing that the description thus established includes all points in Willoughby Township, Lake County, Ohio;

It further appearing that said description has been rendered inaccurate, in that the area formerly known as Willoughby Township is now known solely by the names of its eight constituent parts, the incorporated cities and villages of Wickliffe City, Willoughby Hills Village, Waite Hills Village, Willoughby City, Willowick City, Eastlake City, Lakeline Village, and Timberlake Village;

And it further appearing that notice and public procedure thereon to render the above description accurate and unambiguous are impracticable and unnecessary, for the reason that the substitution of the said incorporated cities and villages in lieu of the said township will not alter to any material extent the zone limits as originally established in this proceeding; and good cause appearing therefor:

It is ordered, That said proceeding be, and it is hereby, reopened for further consideration.

It is further ordered, That § 170.22 as prescribed in the order entered in this proceeding on March 23, 1948 (49 CFR 170.22) be, and it is hereby, vacated and set aside, and the following is hereby substituted in lieu thereof:

§ 170.22 Cleveland, Ohio.

The zone adjacent to and commercially a part of Cleveland, Ohio, within which transportation by motor vehicle, in interstate or foreign commerce, not under a common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such zone, is partially exempt from regulation under section 203(*b*)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)) includes and is comprised of all points as follows:

(a) All points in Cuyahoga County, Ohio; and

(b) All points in Wickliffe City, Willoughby Hills Village, Waite Hills Village, Willoughby City, Willowick City, Eastlake City, Lakeline Village, and Timberlake Village, Lake County, Ohio.

(49 Stat. 546, as amended; 49 U.S.C. 304. Interprets or applies 49 Stat. 543, as amended, 544, as amended; 49 U.S.C. 302, 303)

It is further ordered, That this order shall become effective October 22, 1962, and shall continue in effect until the further order of the Commission.

And it is further ordered, That notice of this order shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Commission at Washington, D.C., and by filing a copy with the Director, Office of the Federal Register.

By the Commission, Division 1.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 62-9384; Filed, Sept. 19, 1962; 8:50 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 32—HUNTING

Camas National Wildlife Refuge, Idaho

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special Regulations; upland game birds for individual wildlife refuge areas.

IDAHO

CAMAS NATIONAL WILDLIFE REFUGE, IDAHO

Public hunting of upland game birds on the Camas National Wildlife Refuge, Idaho, is permitted only on the area designated by signs as open to hunting. This open area, comprising 2,300 acres or 22 percent of the total area of the refuge, is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1002 Northeast Holladay, Portland 8, Oreg. Hunting shall be subject to the following conditions:

(a) Species permitted to be taken: Ring-necked pheasants.

(b) Open season: October 27 (noon) through November 25, 1962.

(c) Bag limits: 4 cocks, except November 19 through 25 only, when the bag limit shall be four (4) pheasants, one (1) of which may be a hen.

(d) Methods of hunting:

1. Weapons: Shotguns only may be used.

2. Dogs: Dogs, not to exceed 2 per hunter, may be used to hunt pheasants.

(e) Other provisions:

1. The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32.

2. A Federal permit is not required to enter the public hunting area, but hunters will report at such checking stations as may be established when entering or leaving the area.

3. The provisions of this special regulation are effective to November 26, 1962.

RICHARD E. GRIFFITH,
Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

SEPTEMBER 12, 1962.

[F.R. Doc. 62-9367; Filed, Sept. 19, 1962; 8:47 a.m.]

PART 32—HUNTING

Columbia National Wildlife Refuge

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

WASHINGTON

COLUMBIA NATIONAL WILDLIFE REFUGE

Public hunting of big game on the Columbia National Wildlife Refuge, Washington, is permitted only on the area designated by signs as open to hunting. This open area, comprising 6,090 acres or 28 percent of the total area of the refuge, is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1002 Northeast Holladay, Portland 8, Oreg. Hunting shall be subject to the following conditions:

(a) Species permitted to be taken: Deer.

(b) Open season. General buck season: October 13 to November 10, 1962. Either sex season: October 20 to November 30, 1962.

(c) Daily bag limits: General buck season: One buck with visible antlers per season. Either sex season: One deer of either sex per season.

(d) Methods of hunting: 1. Use of dogs will not be permitted for the hunting of deer.

(e) Other provisions: 1. The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32.

2. Camping will be permitted in designated areas only.

3. Hunters will report at such checking stations as may be designated when entering or leaving the area.

4. A Federal permit is not required to enter the public hunting area.

5. The provisions of this special regulation are effective to December 1, 1962.

RICHARD E. GRIFFITH,
Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

SEPTEMBER 11, 1962.

[F.R. Doc. 62-9379; Filed, Sept. 19, 1962; 8:49 a.m.]

PART 32—HUNTING

Columbia National Wildlife Refuge, Washington

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 33.22 Special regulations; upland game; for individual wildlife refuge areas.

WASHINGTON

COLUMBIA NATIONAL WILDLIFE REFUGE

Public hunting of upland game on the Columbia National Wildlife Refuge, Washington, is permitted only on the area designated by signs as open to hunting. This open area, comprising 6,090 acres or 28 percent of the total area of the refuge, is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1002 Northeast Holladay, Portland 8, Oreg., Hunting shall be subject to the following conditions:

(a) Species permitted to be taken: Ring-necked pheasant, Hungarian and chukar partridge, scaled and valley quail, and cottontail rabbits.

(b) Open season: Pheasants—From noon to sunset October 13 and from 7 a.m. to sunset October 14 through November 11; also from 7 a.m. to sunset November 24 through December 16, 1962. Chukar, Hungarian partridge, and quail—From noon to sunset October 13 and from 7 a.m. to sunset October 14 through December 31, 1962. Rabbits—From noon to sunset October 13 and from 7 a.m. to sunset October 13 through December 13, 1962.

(c) Daily bag limits: Pheasants—3 cocks. Chukars—8. Hungarian partridge—4. Quail—10. Rabbits—5.

(d) Methods of hunting: 1. Weapons: Shotguns only may be used for hunting upland game.

2. Dogs: Not to exceed two (2) per hunter may be used for hunting upland game.

(e) Other provisions: 1. The provisions of this special regulations supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32.

2. A Federal permit is not required to enter the public hunting area.

3. The provisions of this special regulation are effective to January 1, 1963.

RICHARD E. GRIFFITH,
Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

SEPTEMBER 10, 1962.

[F.R. Doc. 62-9380; Filed, Sept. 19, 1962; 8:49 a.m.]

PART 32—HUNTING

Little Pend Oreille National Wildlife Refuge, Washington

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations; big game for individual wildlife refuge areas.

WASHINGTON

LITTLE PEND OREILLE NATIONAL WILDLIFE REFUGE

Public hunting of deer and bear on the Little Pend Oreille National Wildlife Refuge is permitted only on the area designated by signs as open to hunting. This open area, comprising 43,527 acres is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1002 Northeast Holladay, Portland 8, Oreg. Hunting shall be subject to the following conditions:

(a) Species permitted to be taken: Deer and Bear.

(b) Open season:

Deer: General Buck season—October 13 through November 10, 1962. Extended Buck season—November 17 through December 2, 1962. Either sex season—November 7 through November 10, 1962.

Bear: September 15 through November 10, 1962. March 1 through April 30, 1963.

(c) Bag limits:

Deer—one (1) deer only.

Deer in buck season: 1 buck with visible antlers.

Deer in either sex season: 1 deer either sex.

Bear: 2 bears. 1 bear per calendar year.

(d) Methods of hunting: 1. Hunting with big game rifles only.

2. No dogs permitted for hunting deer or bear.

(e) Other provisions: 1. The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32.

2. Camping: Camping will be permitted in designated areas only.

3. Checking stations: Hunters will report at such checking stations as may be established when entering or leaving the area.

4. No firearms are permitted within the unit under jurisdiction of the Department of Institutions (Spruce Canyon Youth Camp).

5. A Federal permit is not required to enter the public hunting area.

6. The provisions of this special regulation are effective to May 1, 1963.

RICHARD E. GRIFFITH,
Acting regional Director, Bureau of Sport Fisheries and Wildlife.

SEPTEMBER 11, 1962.

[F.R. Doc. 62-9381; Filed, Sept. 19, 1962; 8:49 a.m.]

PART 32—HUNTING

Willapa National Wildlife Refuge, Washington

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

WASHINGTON

WILLAPA NATIONAL WILDLIFE REFUGE

Public hunting of big game on the Willapa National Wildlife Refuge, Washington, is permitted only on the area designated by signs as open to hunting. This open area, comprising 3,127 acres or 11 percent of the total area of the refuge, is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1002 Northeast Holladay, Portland 8, Oreg. Hunting shall be subject to the following conditions:

(a) Species permitted to be taken: Deer and bear.

(b) Open season: From one-half hour before sunrise to sunset, October 13 through November 4, 1962.

(c) Bag limits: One deer of either sex per season. One bear per season.

(d) Methods of hunting: 1. Hunting is permitted by bow and arrow only.

2. Possession or use of firearms while hunting with bow and arrow is prohibited.

3. Dogs are not permitted for hunting bear.

(e) Other provisions: 1. The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32.

2. Checking stations—Hunters, upon entering or leaving the hunting area will be required to report at such checking stations as may be established for this purpose.

3. Camping—Camping is permitted in designated areas only.

4. During open season hours specified in (b) above raccoons may be taken with bow and arrow, without regard to limits.

5. Motor-driven conveyances are not permitted within the hunting areas.

6. A Federal permit is not required to enter the public hunting area.

7. The provisions of this special regulation are effective to November 5, 1962.

RICHARD E. GRIFFITH,
Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

SEPTEMBER 10, 1962.

[F.R. Doc. 62-9382; Filed, Sept. 19, 1962; 8:49 a.m.]

Proposed Rule Making

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 19]

COLD-PACK CHEESE FOOD

Notice of Proposal To Amend Identity Standard

Notice is given that a petition has been filed by Calumet Cheese Company, Hilbert, Wisconsin; Tasty Morsel Cheese Company, Green Bay, Wisconsin; and Woody's Cheese Company, Wapaca, Wisconsin, proposing amendments of the standard of identity for cold-pack cheese food to provide for the optional use of certain ingredients with appropriate labeling therefor.

It is proposed to amend § 19.787 (21 CFR 19.787) as follows:

1. By adding to paragraph (e)(7) a new clause permitting use of sodium propionate as an optional ingredient and by adding to paragraph (e) a new subparagraph (8) permitting use of guar gum as an optional ingredient.

2. By changing paragraph (f)(8) and adding to paragraph (f) a new subparagraph (9) providing for the labeling of the food with the named ingredients.

The affected portions of the regulations would read as follows:

§ 19.787 Cold-pack cheese food; identity; label statement of optional ingredients.

* * * * *

(e) * * *

(7) Cold-pack cheese food in consumer-sized packages may contain not more than 0.2 percent by weight of sorbic acid or not more than 0.3 percent by weight of sodium propionate.

(8) In the preparation of cold-pack cheese food guar gum may be used in a quantity not to exceed 0.5 percent of the weight of the finished cold-pack cheese food.

(f) * * *

(8) If cold-pack cheese food in consumer-sized packages contains sorbic acid or sodium propionate the label shall bear the statement "------ added to retard mold growth" or "------ added as a preservative" the blank being filled in with name of the preservative ingredient used.

(9) When the optional ingredient guar gum is present in cold-pack cheese food the label shall bear the statement "------ added" or "with added ------" the blank being filled in with the words "guar gum" or "vegetable gum."

The identity standard for cold-pack cheese food with fruits, vegetables, or meats (§ 19.788) is cross-referenced to the identity standard for cold-pack cheese food (§ 19.787). Because of this, if the amendments proposed for § 19.787 are adopted they will be applicable to § 19.788.

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371) and in accordance with the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (25 F.R. 8625), all interested persons are invited to submit their views in writing regarding the proposal published herein. Such views and comments should be submitted in quintuplicate, addressed to the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., within 30 days from the date of publication of this notice in the FEDERAL REGISTER.

Dated: September 14, 1962.

J. K. KIRK,
Assistant Commissioner of Food and Drugs.

[F.R. Doc. 62-9378; Filed, Sept. 19, 1962; 8:49 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

[29 CFR Parts 610, 612]

[Administrative Order No. 568]

INDUSTRY COMMITTEES FOR VARIOUS INDUSTRIES IN PUERTO RICO

Appointment To Investigate Conditions and Recommend Minimum Wages; Notice of Hearings

Pursuant to section 5 of the Fair Labor Standards Act of 1938 (29 U.S.C. 205), Reorganization Plan No. 6 of 1950 (3 CFR 1949–53 Comp., p. 1004), and 29 CFR Part 511, I hereby appoint Industry Committee No. 58–A for the Needlework and Fabricated Textile Products Industry in Puerto Rico; and Industry Committee No. 58–B for the Children's Dress and Related Products Industry in Puerto Rico.

The definitions of the industries for which industry committees are appointed by this order are set forth below.

The Needlework and Fabricated Textile Products Industry in Puerto Rico is defined as:

The manufacture from any material of all apparel and apparel furnishings and accessories made by knitting, crocheting, cutting, sewing, embroidering, or other processes; and the manufacture of all textile products and the manufacture of like articles in which a synthetic material in sheet form is the basic component: *Provided, however,* That the industry shall not include any product or activity included in the artificial flower, decoration, and party favor industry in Puerto Rico (29 CFR Part 688), the button, jewelry, and lapidary work industry in Puerto Rico (29 CFR Part 616), the corsets, brassieres, and allied garments industry in Puerto Rico (29 CFR Part 614), the fabric and leather glove industry in Puerto Rico (29 CFR Part 603), the hosiery industry in Puerto Rico (29 CFR Part 687), the men's and boys' clothing and related products industry in Puerto Rico (29 CFR Part 615), the shoe and related products industry in Puerto Rico (29 CFR Part 601), the straw, hair, and related products industry in Puerto Rico 29 CFR Part 613), the textile and textile products industry in Puerto Rico (29 CFR Part 699), the handkerchief, scarf, and art linen industry in Puerto Rico (29 CFR Part 608), the women's and children's underwear and women's blouse industry in Puerto Rico (29 CFR Part 609), and the sweater and knit swimwear industry in Puerto Rico (29 CFR Part 611), as defined in the wage orders for these industries, and the children's dress and related products industry in Puerto Rico, as defined in this Administrative Order.

The Children's Dress and Related Products Industry in Puerto Rico is defined as:

The manufacture from woven or knit fabric or from waterproof materials of the following garments: Dresses, blouses, shirts, and similar garments for girls; shirts and blouses for boys, size 6X and under; dresses, creepers, rompers, waterproof pants, diaper covers, bibs, sportswear, and play apparel for infants three year of age or under; and clothing and accessories for dolls: *Provided, however,* That the industry shall not include products manufactured by heat sealing, cementing, vulcanizing, or any operation similar thereto; or the outlining or embroidery of lace by machine, or the embroidery of any article or trimming by a crochet beading process or with bullion thread.

Pursuant to section 8 of the Fair Labor Standards Act of 1938 (29 U.S.C. 208), Reorganization Plan No. 6 of 1950 (3 CFR 1949–53 Comp., p. 1004), and 29 CFR Part 511, I hereby:

(a) Convene each of the above-appointed industry committees;

(b) Refer to each of these industry committees the following:

(1) The question of the minimum rate or rates of wages to be fixed for the industry with which it is concerned for employees who are engaged in commerce or in the production of goods for commerce, and (2) the question of the minimum rate or rates of wages to be fixed for any employees covered by the Act by reason of the Fair Labor Standards Amendments of 1961;

(c) Give notice of the hearing to be held by each of them at the times and places indicated below. Each industry committee shall investigate conditions in its industry, and each industry committee, or any authorized subcommittee thereof, shall hear such witnesses and receive such evidence as may be necessary or appropriate to enable the committee to perform its duties and functions under the aforementioned Act.

Industry Committee No. 58–A shall meet in executive session to commence its investigation at 10:00 a.m. on November 19, 1962, in the office of the Wage and Hour and Public Contracts Divisions, United States Department of Labor, seventh floor, Condominio San Alberto Building, 1200 Ponce de Leon Avenue, Santurce, Puerto Rico, and shall commence its hearing at 2:00 p.m. on the same date at the same place. Following this hearing Industry Committee No. 58–B shall meet at the same place at the time designated by the committee chairman to conduct its investigation and to hold its hearing.

Each industry committee shall recommend to the Administrator of the Wage and Hour and Public Contracts Divisions of this Department the highest minimum wage rates (in the case of question (1) referred to the committee, not exceeding the minimum wage rate of $1.15 prescribed in paragraph (1) of section 6(a) of the Act, and in the case of question (2) referred to the committee, not exceeding the minimum wage rate of $1.00 prescribed in section 6(b) of the Act, and in no case less than the currently effective rate) which it determines, having due regard to economic and competitive conditions, will not substantially curtail employment in the industry and will not give any industry in Puerto Rico a competitive advantage over any industry in the United States outside of Puerto Rico, the Virgin Islands, and American Samoa.

Whenever any industry committee finds that a higher minimum wage may be determined for employees engaged in certain activities or in the manufacture of certain products in an industry than may be determined for other employees in that industry, the committee shall recommend such reasonable classifications within that industry as it determines to be necessary for the purpose of fixing for each classification the highest minimum wage rate that can be determined for it under the principles set forth herein which will not give a competitive advantage to any group in the industry. No classification shall be made, however, and no minimum wage rate shall be fixed solely on a regional basis or on the basis of age or sex. In determining whether there should be classifications within an industry, in making such classifications, and in determining the minimum wage rates for such classifications, each industry committee shall consider, among other relevant factors, the following: (1) Competitive conditions as affected by transportation, living, and production costs; (2) wages established for work of like or comparable character by collective labor agreements negotiated between employers and employees by representatives of their own choosing; and (3) wages paid for work of like or comparable character by employers who voluntarily maintain minimum wage standards in the industry.

The Administrator shall prepare an economic report for each industry committee containing such data as he is able to assemble pertinent to the matters referred to them. Copies of each such report may be obtained at the national and Puerto Rican offices of the United States Department of Labor as soon as they are completed and prior to the hearings. Each industry committee shall take official notice of the facts stated in the economic reports to the extent that they are not refuted at the hearings.

The procedure of industry committees shall be governed by 29 CFR Part 511. As a prerequisite to participation in the hearings, interested persons shall file prehearing statements containing the data specified in 29 CFR 511.8 not later than November 9, 1962.

Signed at Washington, D.C., this 14th day of September 1962.

W. WILLARD WIRTZ,
Acting Secretary of Labor.

[F.R. Doc. 62–9373; Filed, Sept. 19, 1962; 8:48 a.m.]

Office of Welfare and Pension Plans

[29 CFR Part 1306]

BASIC BONDING REQUIREMENTS

Notice of Proposed Rule Making; Correction

In the document proposing to amend Chapter XI of Title 29, Code of Federal Regulations, published in the FEDERAL REGISTER on September 1, 1962 (27 F.R. 8798–8806), the table appearing in § 1306.19(b)(4) (27 F.R. 8804) is corrected to read as follows:

Amount of funds handled	Minimum bond coverage multiple penalty	Aggregate penalty coverage under alternative (4)
	Minimum bond—$1,000	Minimum bond—$1,000.
Not over $100,000	$1,000 for any amount up to $10,000 plus 10 percent of the remaining amount.	$1,000 for any amount up to $5,000 plus 20 percent of the remaining amount.
$100,001 to $200,000	$10,000 plus 10 percent of the remaining amount over $100,000.	$20,000 plus 20 percent of the remaining amount over $100,000.
$200,001 to $500,000	$20,000 plus 10 percent of the remaining amount over $200,000.	$40,000 plus 20 percent of the remaining amount over $200,000.
$500,001 to $1,000,000	$50,000 plus 10 percent of the remaining amount over $500,000.	$100,000 plus 20 percent of the remaining amount over $500,000.
$1,000,001 to $5,000,000	$100,000 plus 10 percent of the remaining amount over $1,000,000.	$200,000 plus 20 percent of the remaining amount over $1,000,000.
	Maximum bond—$500,000	Maximum bond—$1,000,000.

NOTE: It should be noted that the maximum amounts apply only to this part and that the Secretary may prescribe excess bonding in additional amounts. (See § 1306.16.)

Signed at Washington, D.C., this 14th day of September 1962.

JAMES J. REYNOLDS,
Assistant Secretary of Labor.

[F.R. Doc. 62–9374; Filed, Sept. 19, 1962; 8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[49 CFR Parts 72–74]

[Docket No. 3666; Notice 56]

TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES

Notice of Proposed Rule Making

AUGUST 30, 1962.

The Commission is in receipt of applications for early amendment of the above-entitled regulations insofar as they apply to shippers in the preparation of articles for transportation, and to all carriers by rail and highway. The proposed amendments are set forth below and the reasons therefor are listed below.

Applications for the proposed amendments have been the subject of exchanges and study by various interested parties, in which substantial agreement has been reached.

Any party desiring to make representations in favor of or against the proposed amendments may do so through the submission of written data, views, or arguments. The original and five copies of such submission may be filed with the Commission on or before October 4, 1962. The proposed amendments are subject to change or changes that may be made as a result of such submissions.

Notice to the general public will be given by depositing a copy of this notice in the Office of the Secretary of the Commission for public inspection, and by filing a copy of the notice with the Director, Office of the Federal Register.

(62 Stat. 738, 74 Stat. 808; 18 U.S.C. 834)

By the Commission, Safety and Service Board No. 2—Explosives and Other Dangerous Articles Board.

[SEAL] HAROLD D. MCCOY,
Secretary.

PART 72—COMMODITY LIST OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES CONTAINING THE SHIPPING NAME OR DESCRIPTIONS OF ALL ARTICLES SUBJECT TO PARTS 71–78 OF THIS CHAPTER

Amend § 72.5 Commodity list (15 F.R. 8263, 8264, 8268, 8272, 8273, Dec. 2, 1950) as follows:

§ 72.5 List of explosives and other dangerous articles.

(a) * * *

Article	Classed as—	Exemptions and packing (see sec.)	Label required if not exempt	Maximum quantity in 1 outside container by rail express
(*Change*)				
Tank cars, empty (last contents poisons, class A).	See § 74.562 (d) and (e).			
(*Add*)				
Aircraft rocket engines (commercial)	F.S	No exemption, 73.238	Yellow	550 pounds.
Aircraft rocket engine igniters (commercial)	F.S	No exemption, 73.238	Yellow	25 pounds.
Barium azide—50 percent or more water wet	F.S	No exemption, 73.239	Yellow	1 pound.
Hydraulic accumulators (*pressurized with nonflammable, nonliquefied compressed gas*).	See § 73.313(b)			
Starter cartridges, jet engine, class C explosives.	Expl. C	No exemption, 73.102		50 pounds.

PART 73—SHIPPERS

Subpart A—Preparation of Articles for Transportation by Carriers by Rail Freight, Rail Express, Highway, or Water

In § 73.22 add paragraphs (j) and (k) (15 F.R. 8277, Dec. 2, 1950) to read as follows:

§ 73.22 Specification containers prescribed.

* * * * *

(j) Specs. 42B and 42D (§§ 78.107 and 78.109 of this chapter) aluminum drums having rolling hoops attached to drums by tack-welding and manufactured prior to February 28, 1960 may be continued in service until further order of the Commission.

(k) Where the regulations require spec. 6D or 37M (§ 78.102 or 78.134 of this chapter) cylindrical steel overpacks, spec. 5B, 6J or 37A (single-trip container) (§ 78.82, 78.100 or 78.131 of this chapter) metal drums manufactured prior to (*effective date of Order 56*), having inside spec. 2S, 2SL, 2T or 2TL polyethylene container, may be continued in use for the commodities and gross weights for which they were previously authorized until further order of the Commission.

* * * * *

In § 73.32 amend paragraph (o) (15 F.R. 8280, Dec. 2, 1950) to read as follows:

§ 73.32 Qualification, maintenance, and use of portable tanks.

* * * * *

(o) Each tank for carbon dioxide and nitrous oxide shall be lagged with a suitable insultation material of such thickness that the overall thermal conductance is not more than 0.08 Btu per square foot per degree F. differential in temperature per hour. The conductance shall be determined at 60° F. Insulation material used on tanks for nitrous oxide shall be noncombustible.

* * * * *

In § 73.34 amend paragraph (j)(3); amend paragraph (k)(12) Table; add paragraphs (k)(14)(iv) and (16) (15 F.R. 8284, Dec. 2, 1950) (25 F.R. 10390, Oct. 29, 1960) (24 F.R. 10110, Dec. 15, 1959) to read as follows:

§ 73.34 Qualification, maintenance, and use of cylinders.

* * * * *

(j) * * *

(3) Records giving data showing the results of the tests made on all cylinders must be kept, and each cylinder passing the test must be marked with the date (month and year) plainly and permanently stamped into the metal of the cylinder. For example, 4–50 for April 1950. Dates of previous tests must not be obliterated. Records showing the results of reinspection and retest must be kept by the owner or his authorized agent until either expiration of the retest period, or until the cylinder is again reinspected or retested, whichever occurs first.

(k) * * *

(12) * * *

Cylinders made in compliance with—	Used exclusively for—
ICC-3A480, ICC-3AA480, ICC-3A480X, ICC-4B, ICC-4BA, ICC-26-240,[1] or ICC-26-300[1].	Liquefied petroleum gas which is commercially free from corroding components.
ICC-4, ICC-3A480, ICC-3AA480, ICC-3A480X, ICC-4A480, or ICC-4AA480.	Anhydrous ammonia of at least 99.95 percent purity.
ICC-3A480, ICC-3AA480, ICC-3A480X, ICC-4B300 or ICC-4BA300.	Fluorinated hydrocarbons and mixtures thereof which are commercially free from corroding components.
ICC-3A480, ICC-3AA480, ICC-3A480X, ICC-4B, ICC-4BA, ICC-26-240[1] or ICC-26-300[1].	Butadiene, inhibited, which is commercially free from corroding components.
ICC-3A480, ICC-3AA480, ICC-3A480X, ICC-4B, ICC-4BA, ICC-26-240[1] or ICC-26-300[1].	Liquefied hydrocarbon gas which is commercially free from corroding components.

* * * * *

(14) * * *

(iv) Retest dates shall be applied by low stress type steel stamping to a depth no greater than that of the original marking at the time of manufacture. Stamping on sidewall not authorized.

* * * * *

(16) Cylinders made in compliance with specifications ICC–3A, 3AA, 3B, 4A, 4BA (§§ 78.36, 78.37, 78.38, 78.49, and 78.51 of this chapter), having service pressures up to and including 300 pounds per square inch, used exclusively for methyl bromide, liquid, mixtures of methyl bromide and ethylene dibromide, liquid, mixtures of methyl bromide and chlorpicrin, liquid, mixtures of methyl bromide and petroleum solvents, liquid, or methyl bromide and nonflammable, nonliquefied compressed gas mixtures, liquid, commercially free from corroding components, and protected externally by suitable corrosion resisting coatings (such as galvanizing, painting, etc.) and internally by a suitable corrosion resisting lining (galvanized, etc.) may be tested decennially instead of quinquennially. All tests must be supplemented by a visual internal and external examination of the cylinder quinquennially. Examination shall be as required by the Compressed Gas Association's "Standard for Visual Inspection of Compressed Gas Cylinders." (CGA Pamphlet C–6–1959, available from the Compressed Gas Association, Inc., 500 Fifth Avenue, New York 36, New York.) All tests must be supplemented by a very careful examination of the cylinder at each filling, and the cylinder must be rejected if evidence is found of bad dents, corroded areas, a leak or other conditions that indicate possible weakness which would render the cylinder unfit for service.

* * * * *

Subpart B—Explosives; Definitions and Preparation

In § 73.51 amend paragraph (h) (20 F.R. 949, Feb. 15, 1955) to read as follows:

§ 73.51 Forbidden explosives.

* * * * *

(h) Firecrackers, flash crackers, salutes, or similar devices which produce or are intended to produce an audible effect, the explosive content of which exceeds 12 grains each in weight, and pest control bombs, the explosive content of which exceeds 18 grains each in weight; and any such devices, without respect to explosive content, which on functioning are liable to project or disperse metal, glass or brittle plastic fragments.

* * * * *

In § 73.93 amend paragraph (e)(2) (25 F.R. 1391, Oct. 29, 1960) to read as follows:

§ 73.93 Propellant explosives (solid) for cannon, small arms, rockets, guided missiles, or other devices, and propellant explosives (liquid).

* * * * *

(e) * * *

(2) Spec. 5B, 6A, 6B, 6C, 6D; also 17C or 17H (single-trip containers) (§ 78.82, 78.97, 78.98, 78.99, 78.102, 78.115, or 78.118 of this chapter). Metal barrel, drum, or cylindrical steel overpack, with inside spec. 2S (§ 78.35 of this chapter) polyethylene container, packed inside a strong, tight metal drum securely closed, or with inside glass-lined aluminum carboy not over 12 gallons capacity. Inside steel drum or glass-lined aluminum carboy must be surrounded on all sides with at least 2 inches of incombustible absorbent cushioning material uniformly distributed. Polyethylene containers are authorized only for liquids that will not

react dangerously with the plastic or result in container failure.

* * * * *

In § 73.100 amend the introductory text of paragraph (r); add paragraph (ee) (21 F.R. 7599, Oct. 4, 1956) (15 F.R. 8295, Dec. 2, 1950) to read as follows:

§ 73.100 Definition of class C explosives.

* * * * *

(r) Common fireworks are fireworks devices suitable for use by the public and designed primarily to produce visible effects by combustion. Some small devices designed to produce audible effects are also included in this class. The types, sizes and amount of pyrotechnic contents of these devices are limited as enumerated in this paragraph. No component, of any device listed in this paragraph, which produces or is intended to produce an audible effect shall contain pyrotechnic composition in excess of 2 grains in weight; nor shall such device or component, upon functioning, project or disperse any metal, glass or brittle plastic fragments. (Propelling or expelling charges consisting of a mixture of sulfur, charcoal, and saltpeter are not considered as designed to produce audible effects.) Any new device, not enumerated in this paragraph, must be approved by the Bureau of Explosives before being offered for transportation as Common Fireworks. Common fireworks must be in a finished state exclusive of mere ornamentation as supplied to the retail trade and must be so constructed and packed that loose pyrotechnic composition will not be present in packages in transportation. Fireworks, except articles defined in paragraphs (s) through (y) of this section, other than common fireworks as defined in this paragraph, and those forbidden for transportation in § 73.51, are classed as Special Fireworks (see § 73.88(d)).

* * * * *

(ee) Starter cartridges, jet engine, class C, consist of a metal, plastic, and/or rubber case, each containing a pressed cylindrical block of flammable solid material and having in the top of the case a small compartment that encloses an electric squib, small amount of black powder, and/or smokeless powder which constitute an igniter. The starter cartridge is used to activate a mechanical starter for jet engines and must be of a type approved by the Bureau of Explosives except as provided in § 73.51(q) and § 73.86(a).

In § 73.101 amend paragraph (a) (24 F.R. 3596, May 5, 1959) to read as follows:

§ 73.101 Small-arms ammunition.

(a) Small-arms ammunition must be packed in pasteboard or other inside boxes, or in partitions designed to fit snugly in the outside container, or must be packed in metal clips. The partitions and metal clips must be so designed as to protect the primers from accidental injury. The inside boxes, partitions and metal clips must be packed in securely closed strong outside wooden or fiberboard boxes or metal containers. Blank Industrial Power Load cartridges, similar to the 22 long rim-fire cartridge, may be packed in bulk in securely closed fiberboard boxes.

* * * * *

In § 73.102. amend the heading and introductory text of paragraph (a); amend paragraphs (a)(2) and (b) (23 F.R. 7647, Oct. 3, 1958) (26 F.R. 1014, Feb. 2, 1961) (25 F.R. 3100, Apr. 12, 1960) to read as follows:

§ 73.102 Explosive cable cutters, explosive power devices, class C, explosive release devices, or starter cartridges, jet engine, class C.

(a) Explosive cable cutters, explosive power devices, class C, explosive release devices, or starter cartridges, jet engine, class C must be packed in specification containers as follows:

* * * * *

(2) In addition to specification containers prescribed in this section, explosive cable cutters, explosive power devices, class C, explosive release devices, or starter cartridges, jet engine, class C may be shipped when packed in strong wooden or metal boxes, or other containers approved by the Bureau of Explosives. Starter cartridges, jet engine, must have igniter wires short-circuited when packed for shipment.

(b) Each outside container must be plainly marked "Explosive Cable Cutters," "Explosive Power Devices, Class C," "Explosive Release Devices," or "Starter Cartridges, Jet Engine, Class C" and "Handle Carefully—Keep Fire Away."

Subpart C—Flammable Liquids; Definition and Preparation

In § 73.118 amend paragraph (a); cancel paragraph (b) and entire paragraph (c) (22 F.R. 2225, Apr. 4, 1957) (21 F.R. 3009, May 5, 1956) (15 F.R. 8298, Dec. 2, 1950) (16 F.R. 9374, Sept. 15, 1951) (16 F.R. 11777, Nov. 21, 1951) (17 F.R. 1561, Feb. 20, 1952) (17 F.R. 4294, May 10, 1952) (21 F.R. 4432, June 23, 1956) (18 F.R. 5271, Sept. 1, 1953) (20 F.R. 8100, Oct. 28, 1955) (22 F.R. 7835, Oct. 3, 1957) (27 F.R. 3427, Apr. 11, 1962) (23 F.R. 7647, Oct. 3, 1958) (21 F.R. 7599, Oct. 4, 1956) (23 F.R. 2324, Apr. 10, 1958) (26 F.R. 12702, Dec. 29, 1961) to read as follows:

§ 73.118 Exemptions for flammable liquids.

(a) Flammable liquids, except those for which no exemptions are provided as indicated by the "No exemption" statement in § 72.5 of this chapter are, unless otherwise provided, exempt from specification packaging, marking, and labeling requirements when packed in accordance wtih the following subparagraphs of this paragraph except that marking name of contents on outside container is required for shipments via carrier by water. Shipments for transportation by highway carriers are exempt also from Part 77 of this chapter, except § 77.817, and Part 197 of this chapter.

(1) In metal containers not over 1 quart capacity each, packed in strong outside containers.

(2) In containers having a capacity not over 1 pint or 16 ounces by weight each, packed in strong outside containers.

(b) [Canceled.]

(c) [Canceled.]

In § 73.119 amend paragraphs (a)(24), (b)(8), and (m)(4) (23 F.R. 7647, Oct. 3, 1958) (25 F.R. 10392, Oct. 29, 1960) (19 F.R. 1277, Mar. 6, 1954) to read as follows:

§ 73.119 Flammable liquids not specifically provided for.

(a) * * *

(24) Spec. 6D (§ 78.102 of this chapter). Cylindrical steel overpack with inside spec. 2S (§ 78.35 of this chapter) polyethylene container.

* * * * *

(b) * * *

(8) Spec. 6D or 37M (nonreusable container) (§ 78.102 or 78.134 of this chapter). Cylindrical steel overpacks with inside spec. 2SL (§ 78.35a of this chapter) polyethylene container. Authorized only for materials that will not react with polyethylene and result in container failure.

* * * * *

(m) * * *

(4) Spec. 5, 5A, 5B, 5C, 17C (single-trip), or 17E (single-trip) (§ 78.80, 78.81, 78.82, 78.83, 78.115 or 78.116 of this chapter). Metal barrels or drums not over 16 gallons capacity. Authorized only for materials which will not react dangerously with the drum metal, or be decomposed by contact with it.

* * * * *

In § 73.121 add paragraph (a)(7) (15 F.R. 8301, Dec. 2, 1950) to read as follows:

§ 73.121 Carbon bisulfide (disulfide).

(a) * * *

(7) Spec. MC 310 or MC 311 (§ 78.330 or 78.331 of this chapter). Tank motor vehicles equipped with approved safety valves.

* * * * *

In § 73.123 amend paragraph (a)(5) (22 F.R. 4789, July 9, 1957) to read as follows:

§ 73.123 Ethyl chloride.

(a) * * *

(5) Spec. 105A100, 105A100-W, 105-A200-W, 105A300-W, 105A400-W, 105-A500-W, 105A600-W, 111A100-W-4, 112A400-W, or ARA-IV-A[1] (§§ 78.270, 78.285, 78.307, 78.286, 78.287, 78.288, 78.289, 78.306, 78.312 of this chapter). Tank cars. See Note 1 of § 73.119(f)(3). (See § 73.432 for shipping instructions.)

* * * * *

In § 73.125 amend paragraphs (a)(5), (a)(7) (21 F.R. 671, Jan. 31, 1956) (26 F.R. 1014, Feb. 2, 1961) to read as follows:

§ 73.125 Alcohol.

(a) * * *

(5) Spec. 6D (§ 78.102 of this chapter). Cylindrical steel overpack with inside spec. 2S (§ 78.35 of this chapter) polyethylene container.

* * * * *

(7) Spec. 12P (§ 78.211 of this chapter). Fiberboard boxes with inside spec. 2U (§ 78.24 of this chapter) poly-

ethylene containers not over 5 gallons capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in inside boxes free of wire staples or other projections that could cause failures.

Subpart D—Flammable Solids and Oxidizing Materials; Definition and Preparation

In § 73.153 amend paragraph (a); cancel entire paragraph (c) (21 F.R. 364, Jan. 19, 1956) (21 F.R. 3010, May 5, 1956) (15 F.R. 8303, Dec. 2, 1950) (17 F.R. 7281, Aug. 9, 1952) (16 F.R. 5324, June 6, 1951) (18 F.R. 3135, June 2, 1953) (23 F.R. 4029, June 10, 1958) (17 F.R. 4294, May 10, 1952) (17 F.R. 9837, Nov. 1, 1952) (18 F.R. 6777, Oct. 27, 1953) (21 F.R. 671, Jan. 31, 1956) (24 F.R. 904, Feb. 6, 1959) (22 F.R. 11031, Dec. 31, 1957) (24 F.R. 10110, Dec. 15, 1959) (25 F.R. 3100, April 12, 1960) (26 F.R. 9401, Oct. 6, 1961) to read as follows:

§ 73.153 Exemptions for flammable solids and oxidizing materials.

(a) Flammable solids and oxidizing materials, except those for which no exemptions are provided as indicated by the "No exemption" statement in § 72.5 of this chapter, in inside containers not over 1 pound net weight each, in outside containers not exceeding 25 pounds net weight each are, unless otherwise provided, exempt from specification packaging, marking, and labeling requirements, except that marking name of contents on outside container is required for shipments via carrier by water. Shipments for transportation by highway carriers are exempt also from Part 77 of this chapter, except § 77.817, and Part 197 of this chapter. (See § 73.182 for exemptions for nitrates, and paragraph (b) of this section for exemptions for organic peroxides.)

* * * * *

(c) [Canceled.]

In § 73.164 add paragraph (a)(5) (15 F.R. 8305, Dec. 2, 1950) to read as follows:

§ 73.164 Chromic acid.

(a) * * *

(5) Spec. 12B (§ 78.205 of this chapter). Fiberboard boxes with metal inside containers which must have closing device securely fastened by positive means (not friction), not over 1-gallon capacity each. Not more than 4 metal containers shall be packed in one outside box.

In § 73.188 add paragraph (a)(6) (15 F.R. 8308, Dec. 2, 1950) to read as follows:

§ 73.188 Phosphoric anhydride.

(a) * * *

(6) Spec. 12A (§ 78.210 of this chapter). Fiberboard boxes with inside glass bottles of ⅓ fluid ounce capacity each. Each bottle shall be packed in a heat-sealed polyethylene bag and not more than 75 such units shall be packed in a heat-sealed polyethylene bag, which shall be placed in a securely closed metal can. Not more than 1 can shall be packed in one outside box.

* * * * *

In § 73.221 amend paragraph (a)(7) and (9) (23 F.R. 2325, Apr. 10, 1958) (26 F.R. 1014, Feb. 2, 1961) to read as follows:

§ 73.221 Liquid organic peroxides, n.o.s. and liquid organic peroxide solutions, n.o.s. other acetyl peroxide solution, acetyl benzoyl peroxide solution, cumene hydroperoxide, dicumyl peroxide, hydrogen peroxide, peracetic acid, and tertiary butylisopropyl benzene hydroperoxide.

(a) * * *

(7) Spec. 6D or 37M (nonreusable container) (§ 78.102 or 78.134 of this chapter). Cylindrical steel overpacks with inside spec. 2S (§ 78.35 of this chapter) polyethylene container. Authorized only for material which will not react dangerously with or cause decomposition of the polyethylene.

* * * * *

(9) Spec. 12P (§ 78.211 of this chapter). Fiberboard boxes with inside spec. 2U (§ 78.24 of this chapter) polyethylene containers not over 5 gallons capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in inside boxes free of wire staples or other projections that could cause failures.

* * * * *

In § 73.223 add paragraph (a)(5) (15 F.R. 8312, Dec. 2, 1950) to read as follows:

§ 73.223 Peracetic acid.

(a) * * *

(5) Spec. 37M (§ 78.134 of this chapter). Cylindrical steel overpack (nonreusable container) with inside spec. 2SL (§ 78.35a of this chapter) polyethylene container which must have a vented closure capable of preventing leakage of liquid contents.

* * * * *

Add § 73.238 (15 F.R. 8312, Dec. 2, 1950) to read as follows:

§ 73.238 Aircraft rocket engines (commercial).

(a) Aircraft rocket engines (commercial) and/or their igniters may be offered for transportation by rail freight, rail express, highway or water, when of a type approved by the Bureau of Explosives and when packaged and packed as follows:

(1) Spec. 15A, 15B, 15E or 16A (§ 78.168, 78.169, 78.172 or 78.185 of this chapter). Wooden boxes. Igniters must be packaged in sealed metal containers approved by the Bureau of Explosives and packed in wooden boxes as specified above when shipped separately from the Aircraft rocket engines.

(2) Aircraft rocket engines (commercial), when approved by the Bureau of Explosives, may be packed in the same outside shipping container with their separately packaged igniters. Igniters must be packed in separate sealed metal containers in strong inside containers.

(3) Aircraft rocket engines (commercial) and/or their igniters, packed in any other manner than specified in subparagraphs (1) and (2) of this paragraph, must be in containers of a type approved by the Bureau of Explosives.

Add § 73.239 (15 F.R. 8312, Dec. 2, 1950) to read as follows:

§ 73.239 Barium azide—50 percent or more water wet.

(a) Barium azide—50 percent or more water wet, must be packed in specification containers as follows:

(1) Spec. 15A, 15B, 15C, 16A, or 19A (§ 78.168, 78.169, 78.170, 78.185, or 78.190 of this chapter). Wooden boxes with inside glass bottles not over one pound capacity each. Bottles shall have rubber stoppers wire tied for securement. If shipment is to take place at a time freezing weather is to be anticipated, a suitable antifreeze solution must be used to prevent freezing.

Subpart E—Acids and Other Corrosive Liquids; Definition and Preparation

In § 73.244 amend paragraph (a); cancel entire paragraph (c) (21 F.R. 365, Jan. 19, 1956) (21 F.R. 3010, May 5, 1956) (15 F.R. 8313, Dec. 2, 1950) (22 F.R. 11031, Dec. 31, 1957) (21 F.R. 671, Jan. 31, 1956) (27 F.R. 3428, April 11, 1962) to read as follows:

§ 73.244 Exemptions for acids and other corrosive liquids.

(a) Acids and other corrosive liquids, except those for which no exemptions are provided as indicated by the "No exemption" statement in § 72.5 of this chapter, in inside bottles having a capacity not over 1 pound or 16 ounces by volume each inclosed in a metal can in the outside container are, unless otherwise provided, exempt from specification packaging, marking, and labeling requirements, except that marking name of contents on outside container is required for shipments via carrier by water. Shipments for transportation by highway carriers are exempt also from Part 77 of this chapter, except § 77.817, and Part 197 of this chapter.

* * * * *

(c) [Canceled.]

In § 73.245 amend paragraph (a)(16) and (21) (25 F.R. 10393, Oct. 29, 1960) (26 F.R. 1015, Feb. 2, 1961) to read as follows:

§ 73.245 Acids or other corrosive liquids not specifically provided for.

(a) * * *

(16) Spec. 6D or 37M (nonreusable container) (§ 78.102 or 78.134 of this chapter). Cylindrical steel overpacks with inside spec. 2S or 2SL (§ 78.35 or 78.35a of this chapter) polyethylene container.

* * * * *

(21) Spec. 12P (§ 78.211 of this chapter). Fiberboard boxes with inside spec. 2U (§ 78.24 of this chapter) polyethylene containers not over 5 gallons capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in inside boxes free of wire staples or other projections that could cause failures.

* * * * *

In § 73.247 amend paragraph (a) (13) and (14) (26 F.R. 4995, June 6, 1961) (24 F.R. 8058, Oct. 6, 1959) to read as follows:

§ 73.247 Acetyl chloride, antimony pentachloride, benzoyl chloride, chromyl chloride, pyro sulfuryl chloride, silicon chloride, sulfur chloride (mono and di), sulfuryl chloride, thionyl chloride, tin tetrachloride (anhydrous), and titanium tetrachloride.

(a) * * *

(13) Spec. 103A, 103A–W, 105A300–W, 105A400–W, 105A500–W, 105A600–W, 111A100–F–2, or 111A100–W–2 (§ 78.266, 78.281, 78.286, 78.287, 78.288, 78.289, or 78.304 of this chapter) tank cars, except that for tin tetrachloride (anhydrous) spec. 105A300–W, 105A400–W, 105A500–W, or 105A600–W (§ 78.286, 78.287, 78.288, or 78.289 of this chapter) tank cars must be used.

(14) Spec. 103A, 103A–W, 111A100–F–2, or 111A100–W–2 (§ 78.266, 78.281, or 78.304 of this chapter). Tank cars. Authorized for titanium tetrachloride, anhydrous only. Tank cars shall have safety valves of approved design and not subject to rapid deterioration by the lading.

* * * * *

In § 73.255 add paragraph (a) (5) (15 F.R. 8315, Dec. 2, 1950) to read as follows:

§ 73.255 Dimethyl sulfate.

(a) * * *

(5) Spec. MC 310 or MC 311 (§ 78.330 or 78.331 of this chapter). Tank motor vehicles.

In § 73.257 amend paragraph (a) (13) (23 F.R. 4029, June 10, 1958) to read as follows:

§ 73.257 Electrolyte (acid) or corrosive battery fluid.

(a) * * *

(13) Spec. 6D or 37M (nonreusable container) (§ 78.102 or 78.134 of this chapter). Cylindrical steel overpacks with inside spec. 2S (§ 78.35 of this chapter) polyethylene container.

* * * * *

In § 73.260 add paragraph (b) (3) (15 F.R. 8316, Dec. 2, 1950) to read as follows:

§ 73.260 Electric storage batteries, wet.

* * * * *

(b) * * *

(3) Not more than five batteries not over 10 pounds each may be packed in strong outside fiberboard or wooden boxes, when securely cushioned and packed to prevent short circuits; specification container not required. Authorized gross weight 65 pounds.

* * * * *

In § 73.262 amend paragraphs (a) (10) and (b) (2) (25 F.R. 10393, Oct. 29, 1960) (26 F.R. 12703, Dec. 29, 1961) to read as follows:

§ 73.262 Hydrobromic acid.

(a) * * *

(10) Spec. 6D (§ 78.102 of this chapter). Cylindrical steel overpack with inside spec. 2S (§ 78.35 of this chapter) polyethylene container.

(b) * * *

(2) Spec. 6D (§ 78.102 of this chapter). Cylindrical steel overpack with inside spec. 2S (§ 78.35 of this chapter) polyethylene container.

In § 73.263 amend paragraph (a) (17), (20), and 23 (25 F.R. 10393, Oct. 29, 1960) (26 F.R. 1015, Feb. 2, 1961) to read as follows:

§ 73.263 Hydrochloric (muriatic) acid, hydrochloric (muriatic) acid mixtures, hydrochloric (muriatic) acid solution, inhibited, sodium chlorite solution, and cleaning compounds, liquid, containing hydrochloric (muriatic) acid.

(a) * * *

(17) Spec. 6D or 37M (nonreusable container) (§ 78.102 or 78.134 of this chapter). Cylindrical steel overpacks with inside spec. 2S or 2SL (§ 78.35 or 78.35a of this chapter) polyethylene container.

* * * * *

(20) Spec. 37M (§ 78.134 of this chapter). Cylindrical steel overpack (nonreusable container) with inside spec. 2T or 2TL (§ 78.21 or 78.27 of this chapter) polyethylene container.

* * * * *

(23) Spec. 12P (§ 78.211 of this chapter). Fiberboard boxes with inside spec. 2U (§ 78.24 of this chapter) polyethylene containers not over 5 gallons capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in inside boxes free of wire staples or other projections that could cause failures.

* * * * *

In § 73.264 amend paragraph (a) (17) and (18) (25 F.R. 10394, Oct. 29, 1960) to read as follows:

§ 73.264 Hydrofluoric acid.

(a) * * *

(17) Spec. 6D (§ 78.102 of this chapter). Cylindrical steel overpack with inside spec. 2S or 2SL (§ 78.35 or 78.35a of this chapter) polyethylene container. Authorized for acid not over 70 percent strength.

(18) Spec. 6D or 37M (nonreusable container) (§ 78.102 or 78.134 of this chapter). Cylindrical steel overpacks with inside spec. 2T (§ 78.21 of this chapter) polyethylene container. Spec. 37M (§ 78.134 of this chapter) overpack of over 15 gallons capacity must be constructed of at least 20-gauge steel. Authorized for acid not over 70 percent strength.

* * * * *

In § 73.265 amend paragraph (d) (3) (25 F.R. 10394, Oct. 29, 1960) to read as follows:

§ 73.265 Hydrofluosilicic acid.

* * * * *

(d) * * *

(3) Spec. 6D or 37M (nonreusable container) (§ 78.102 or 78.134 of this chapter). Cylindrical steel overpacks with inside spec. 2S or 2SL (§ 78.35 or 78.35a of this chapter) polyethylene container. Spec. 37M (§ 78.134 of this chapter) overpack shall be constructed of at least 20-gauge steel and shall not exceed 16 gallons capacity each.

* * * * *

In § 73.266 amend paragraph (b) (6) (27 F.R. 3429, Apr. 11, 1962) to read as follows:

§ 73.266 Hydrogen peroxide solution in water.

* * * * *

(b) * * *

(6) Spec. 6D or 37M (nonreusable container) (§ 78.102 or 78.134 of this chapter). Cylindrical steel overpacks with inside spec. 2S or 2SL (§ 78.35 or 78.35a of this chapter) polyethylene container. The closures must be located in one head and must be vented to prevent accumulation of internal pressure and head plainly marked "KEEP THIS END UP" or "KEEP PLUG UP TO PREVENT SPILLAGE."

* * * * *

In § 73.271 add paragraph (a) (17) (15 F.R. 8321, Dec. 2, 1950) to read as follows:

§ 73.271 Phosphorus oxychloride, phosphorus trichloride, and thiophosphoryl chloride.

(a) * * *

(17) Spec. 5M (§ 78.90 of this chapter). Monel drums not over 10 gallons capacity each.

In § 73.272 amend paragraphs (f) (3), (6), and (8); amend paragraph (h) (3) (25 F.R. 10394, Oct. 29, 1960) (24 F.R. 8058, Oct. 6, 1959) (26 F.R. 1015, Feb. 2, 1961) (22 F.R. 4791, July 9, 1957) to read as follows:

§ 73.272 Sulfuric acid.

* * * * *

(f) * * *

(3) Spec. 6D or 37M (nonreusable container) (§ 78.102 or 78.134 of this chapter). Cylindrical steel overpacks with inside spec. 2S or 2SL (§ 78.35 or 78.35a of this chapter) polyethylene container. Overpack of 55-gallon capacity when used for sulfuric acid of 93 percent or greater concentration shall be constructed of at least 16-gauge steel throughout.

* * * * *

(6) Spec. 37M (nonreusable container) (§ 78.134 of this chapter). Cylindrical steel overpack with inside spec. 2T (§ 78.21 of this chapter) polyethylene container.

* * * * *

(8) Spec. 12P (§ 78.211 of this chapter). Fiberboard boxes with inside spec. 2U (§ 78.24 of this chapter) polyethylene containers not over 5 gallons capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in inside boxes free of wire staples or other projections that could cause failures.

* * * * *

(h) * * *

(3) Spec. 103A, 103A–W, or 111A100–W–2 (§ 78.266, 78.281, or 78.304 of this chapter). Tank cars. Tank cars used for sulfuric acid, mixed acid (nitric and

sulfuric) (nitrating acid), and other fuming acids, may be equipped with safety vents incorporating lead discs having a ⅛ inch breather hole in the center thereof. The ⅛ inch breather hole in lead discs of safety vents on oleum tank cars is not permitted.

* * * * *

In § 73.276 amend paragraph (a)(4) (23 F.R. 7649, Oct. 3, 1958) to read as follows:

§ 73.276 Anhydrous hydrazine and hydrazine solution.

(a) * * *

(4) Spec. 103C-W (§ 78.283 of this chapter). Tank cars having tanks of type 304L or 347 stainless steel. Vapor space in tank must be filled with nitrogen gas at atmospheric pressure.

* * * * *

In § 73.277 amend paragraphs (a)(4), (a)(5) (21 F.R. 672, Jan. 31, 1956) (26 F.R. 1015, Feb. 2, 1961) to read as follows:

§ 73.277 Hypochlorite solutions.

(a) * * *

(4) Spec. 6D (§ 78.102 of this chapter). Cylindrical steel overpack with inside spec. 2S (§ 78.35 of this chapter) polyethylene container. Authorized for not over 16 percent sodium hypochlorite solution only.

(5) Spec. 12P (§ 78.211 of this chapter). Fiberboard boxes with inside spec. 2U (§ 78.24 of this chapter) polyethylene containers not over 5 gallons capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in inside boxes free of wire staples or other projections that could cause failures.

Subpart F—Compressed Gases; Definition and Preparation

In § 73.301 amend prarargraph (b) Note 2 (20 F.R. 4417, June 23, 1955) to read as follows:

§ 73.301 General requirements.

* * * * *

(b) * * *

NOTE 2: The use of 1.0 pound of ethyl mercaptan, 1.0 pound of thiophane, or 1.4 pounds of amyl mercaptan per 10,000 gallons of liquefied petroleum gas shall be considered sufficient to meet the requirements of § 73.301(b). (This note does not exclude the use of any other odorant in sufficient quantity to meet the requirements of § 73.301(b).)

* * * * *

In § 73.313 amend entire paragraph (a); amend introductory text of paragraph (b) (24 F.R. 906, Feb. 6, 1959) (21 F.R. 367, Jan. 19, 1956) to read as follows:

§ 73.313 Refrigerating machines and hydraulic accumulators.

(a) Refrigerating machines or components thereof which are factory-made, factory-tested and intended to be shipped only once to the point of installation, containing not over 1,000 pounds of Group 1 refrigerant as classified in American Standard Safety Code for Mechanical Refrigeration (ASA-B9.1-1958) (or 50 pounds of refrigerant other than Group 1) in each pressure vessel and containing an aggregate of not more than 2,000 pounds of Group 1 refrigerant (or 100 pounds of refrigerant other than Group 1) when containing more than two charged vessels, when shipped under the following conditions are exempt from specification packaging, marking and labeling requirements, except that marking name of contents on outside container is required for shipments via carrier by water. Shipments for transportation by highway carriers are exempt also from Part 77 of this chapter, except § 77.817, and Part 197 of this chapter.

(1) Each pressure vessel shall be equipped with a safety device meeting the requirements of the American Standard Safety Code for Mechanical Refrigeration (ASA-B9.1-1958). In a refrigerating machine containing more than one pressure vessel, each pressure vessel shall be equipped with individual shutoff valve or valves which shall be closed while in transportation. Such pressure vessels shall be manufactured, tested and inspected in accordance with American Standard B9.1-1958 and when over 6 inches internal diameter, in accordance with Section VIII of the American Society of Mechanical Engineers Boiler and Pressure Vessel Code (1959 edition including all addendas through the Winter 1961 Addenda issued December 29, 1961). All parts subject to refrigerant pressure during shipment must be tested in accordance with American Standard B9.1-1958.

(2) The liquid portion of the refrigerant, if any, must not completely fill any pressure vessel at 130° F.

(3) The amount of refrigerant, if liquefied, must not exceed the filling densities prescribed in § 73.308 or § 73.312.

(b) Hydraulic accumulators: Hydraulic accumulators and component parts thereof containing nonliquefied, nonflammable gas for the purpose of operation when shipped under the following conditions are exempt from specification packaging, marking, and labeling requirements, except that marking name of contents on outside container is required for shipments via carrier by water. Shipments for transportation by highway carriers are exempt also from Part 77 of this chapter, except § 77.817, and Part 197 of this chapter.

* * * * *

In § 73.314 amend paragraph (a) Table and amend the introductory text of Note 3(c) and add to the table thereto (26 F.R. 9402, Oct. 6, 1961) (22 F.R. 2227, Apr. 4, 1957) (22 F.R. 7837, Oct. 3, 1957) to read as follows:

§ 73.314 Compressed gases in tank cars.

(a) * * *

Kind of gas	Maximum permitted filling density, Note 1	Required type of tank car, Note 2
(Change)	*Percent*	
Vinyl chloride (Note 14)	84	ICC-106A500, 106A500-X, Note 12.
	87	ICC-105A200-W, Notes 9 and 22.
(Add)	86	ICC-112A400-W, Note 9.
Butadiene (pressure not exceeding 300 pounds per square inch at 115° F.), inhibited.	Notes 3 and 6	ICC-112A400-W, Notes 5 and 9.

* * * * *

NOTE 3: * * * (c) Maximum permitted filling density in unlagged (uninsulated) single-unit tank cars transporting liquefied petroleum gas or butadiene of specific gravity shown taken at 60 degrees Fahrenheit.

Specific gravity	Filling density	Specific gravity	Filling density
(Add)		*(Add)*	
0.600	56.62	0.618	58.66
0.601	56.73	0.619	58.77
0.602	56.84	0.620	58.89
0.603	56.95	0.621	59.00
0.604	57.07	0.622	59.12
0.605	57.18	0.623	59.23
0.606	57.30	0.624	59.34
0.607	57.41	0.625	59.46
0.608	57.52	0.626	59.57
0.609	57.64	0.627	59.68
0.610	57.76	0.628	59.80
0.611	57.87	0.629	59,91
0.612	57.98	0.630	60.02
0.613	58.09	0.631	60.13
0.614	58.21	0.632	60.23
0.615	58.32	0.633	60.34
0.616	58.43	0.634	60.44
0.617	58.55	0.635	60.55

* * * * *

Subpart G—Poisonous Articles; Definition and Preparation

In § 73.345 amend the introductory text of paragraph (a); cancel entire paragraph (b) (21 F.R. 367, Jan. 19, 1956) (21 F.R. 3012, May 5, 1956) (15 F.R. 8313, Dec 2., 1950) (16 F.R. 5327, June 6, 1951) (16 F.R. 9378, Sept. 15, 1951) (19 F.R. 1280, Mar 6, 1954) (24 F.R. 906, Feb. 6, 1959) (23 F.R. 2328, April 10, 1958) (25 F.R. 10395, Oct. 29, 1960) to read as follows:

§ 73.345 Exemptions for poisonous liquids, class B.

(a) Poisonous liquids, class B, as defined in § 73.343, except those for which no exemptions are provided as indicated by the "No exemption" statement in § 72.5 of this chapter, or as provided for in § 73.359(c), in tightly closed inside containers, securely cushioned when necessary to prevent breakage and packed as follows, are exempt from specification packaging, marking, and labeling requirements, except that marking name of contents on outside container is required for shipments via carrier by water. Shipments for transportation by highway carriers are exempt also from Part 77 of this chapter, except § 77.817, and Part 197 of this chapter.

* * * * *

(b) [Canceled]

In § 73.346 amend paragraph (a)(20) and (24) (24 F.R. 10111, Dec. 15, 1959) (26 F.R. 1016, Feb. 2, 1961) to read as follows:

§ 73.346 Poisonous liquids not specifically provided for.

(a) * * *

(20) Spec. 6D (§ 78.102 of this chapter). Cylindrical steel overpack with inside spec. 2S (§ 78.35 of this chapter) polyethylene container. Authorized only for materials that will not react with polyethylene and result in container failure.

* * * * *

(24) Spec. 12P (§ 78.211 of this chapter). Fiberboard boxes with inside spec. 2U (§ 78.24 of this chapter) polyethylene containers not over 5 gallons capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in inside boxes free of wire staples or other projections, that could cause failures.

* * * * *

In § 73.348 add paragraph (a)(3) (24 F.R. 8059, Oct. 6, 1959) to read as follows:

§ 73.348 Arsenic acid.

(a) * * *

(3) Spec. 12A or 12B (§ 78.210 or 78.205 of this chapter). Fiberboard boxes with inside high-density polyethylene bottles having minimum wall thickness of 0.015 inch with screw-cap closures, not over 1 gallon capacity each. Spec. 12A (§ 78.210 of this chapter) fiberboard boxes shall have not more than four inside polyethylene bottles which shall be packed to provide a snug fit. Spec. 12B (§ 78.205 of this chapter) fiberboard boxes shall contain not more than one inside polyethylene bottle and not more than four such boxes shall be overpacked in a strong outside fiberboard box under provisions of § 73.25.

In § 73.354 amend the introductory text of paragraph (a) (27 F.R. 3429, Apr. 11, 1962) to read as follows:

§ 73.354 Motor fuel antiknock compound or tetraethyl lead.

(a) Motor fuel antiknock compound (a mixture of one or more organic lead compounds such as tetraethyl lead, triethylmethyl lead, diethyldimethyl lead, ethyltrimethyl lead, and tetramethyl lead, with one or more halogen compounds such as ethylene dibromide and ethylene dichloride, hydrocarbon solvents or other equally efficient stabilizers) or tetraethyl lead must be packed in specification containers as follows:

* * * * *

In § 73.359 amend paragraph (a)(11) (27 F.R. 6739, July 17, 1962) to read as follows:

§ 73.359 Hexaethyl tetraphosphate mixtures, methyl parathion mixtures, organic phosphate compound mixtures, n.o.s., parathion mixtures, tetraethyl dithio pyrophosphate mixtures, and tetraethyl pyrophosphate mixtures, liquid.

(a) * * *

(11) Spec. 12B (§ 78.205 of this chapter). Fiberboard boxes with inside high-density polyethylene bottles not over 1-gallon capacity each. Polyethylene bottles must have a minimum wall thickness of 0.015 inch and be equipped with screw-cap closures additionally taped for securement. Each polyethylene bottle shall be packed in an inside fiberboard box. Not more than four inside fiberboard boxes with inside polyethylene bottles shall be packed in one outside shipping container. Polyethylene used in construction of inside polyethylene bottles must be of a type compatible with the lading and shall prevent permeation of contents to a degree that would cause a hazardous condition in transportation and handling.

* * * * *

PART 74—CARRIERS BY RAIL FREIGHT

Subpart A—Loading, Unloading, Placarding and Handling Cars; Loading Packages Into Cars

In § 74.532 amend paragraph (c) (22 F.R. 3926, June 5, 1957) to read as follows:

§ 74.532 Loading other dangerous articles.

* * * * *

(c) Packages protected by labels or exempted from labels by § 73.402(c) of this chapter must be so loaded that they cannot fall and in such a manner that other packages cannot fall onto or slide against them. This does not preclude the use of loading methods that are designed to permit movement of the load and that are acceptable to the Bureau of Explosives. Packages bearing marking "This Side Up" or "This End Up" must be so loaded. Dangerous articles for which red, yellow, green, or white (acid, alkaline caustic liquid, or corrosive liquid) labels are prescribed herein must not be loaded in the same car with explosives named in §§ 73.53 to 73.87 of this chapter. (See loading and storage chart § 74.538.) Packages protected by yellow labels must not be loaded in the same end of a car with packages protected by "Acid", "Alkaline Caustic Liquid", or "Corrosive Liquid" labels, except that shippers loading carload shipments, who have obtained prior approval from the Bureau of Explosives, may load such articles together when it is known that the mixture of contents would not cause a dangerous evolution of heat or gas.

* * * * *

Subpart C—Placards on Cars

In § 74.551 amend the introductory text of paragraph (a) (15 F.R. 8351, Dec. 2, 1950) to read as follows:

§ 74.551 Poison gas placard.

(a) The "Poison gas" placard for other than tank cars must be of rectangular shape, measuring 10 x 14¼ inches, and must bear the wording as shown in the following cut; the printing must be in red as follows:

* * * * *

Subpart E—Handling by Carriers by Rail Freight

In § 74.589 amend paragraphs (h)(9), (j)(9) and (10), (k)(1)(ix) and (x) (15 F.R. 4296, May 10, 1952) (25 F.R. 10397, Oct. 29, 1960) (27 F.R. 6740, July 17, 1962) to read as follows:

§ 74.589 Handling cars.

* * * * *

(h) * * *

(9) Car, with automatic refrigeration or heating apparatus in operation; car, with open-flame apparatus in service or with internal combustion engine in operation.

* * * * *

(j) * * *

(9) Car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies on flat car with open-flame apparatus in service or with internal combustion engines in operation.

(10) Car, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns except when car is occupied by gas handlers or authorized personnel accompanying shipment.

* * * * *

(k) * * *

(1) * * *

(ix) Car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies on flat car with open-flame apparatus in service or with internal combustion engines in operation.

(x) Car, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns except when car is occupied by gas handlers or authorized personnel accompanying shipment.

* * * * *

PART 78—SHIPPING CONTAINER SPECIFICATIONS

Subpart C—Specifications for Cylinders

In § 78.36-4 amend paragraph (a) (15 F.R. 8381, Dec. 2, 1950) to read as follows:

§ 78.36 Specification 3A; seamless steel cylinders.

§ 78.36-4 Duties of inspector.

(a) Inspect all material and reject any not complying with requirements; for cylinders made by billet-piercing process, billets to be inspected after parting and shown to be free from pipe, cracks, excessive segregation and other injurious defects.

* * * * *

In § 78.37-4 amend paragraph (a) (15 F.R. 8384, Dec, 2, 1950) to read as follows:

§ 78.37 Specification 3AA; seamless steel cylinders, made of definitely prescribed steels.

§ 78.37-4 Duties of inspector.

(a) Inspect all material and reject any not complying with requirements; for cylinders made by billet-piercing process, billets to be inspected after parting and shown to be free from pipe, cracks, excessive segregation and other injurious defects.

* * * * *

In § 78.51–20 amend paragraph (a) Table Footnote 5 (16 F.R. 9380, Sept. 15, 1951) to read as follows:

§ 78.51 Specification 4BA; welded or brazed steel cylinders made of definitely prescribed steels.

§ 78.51–20 Authorized steel.

(a) * * *

[5] Ferritic grain size 6 or finer, according to ASTM E–112–58T.

* * * * *

In § 78.57–2 amend paragraphs (b), (c); in § 78.57–9 amend paragraph (c); in § 78.57–17 paragraph (a) amend Footnote 4, paragraphs (b), the introductory text of (d), (1) and (2); in § 78.57–20 amend entire paragraph (a); in § 78.57–22 amend paragraph (a) Report Form (21 F.R. 7605, 7606, 7607, Oct. 4, 1956) (25 F.R. 10401, Oct. 29, 1960) to read as follows:

§ 78.57 Specification 4L; welded cylinders insulated.

§ 78.57–2 Type, size, service pressure[1] and service temperature.[2]

* * * * *

(b) The service pressure shall be more than 40 and not over 500 pounds per square inch.

(c) The service temperature shall be minus 320° F. or colder.

§ 78.57–9 Welding.

* * * * *

(c) For welding the cylinder, each procedure and operator shall be qualified in accordance with the sections that apply in the Compressed Gas Association's "Standards for Welding and Brazing on Thin Walled Containers" (CGA Pamphlet C–3–1954).[3] In addition, impact tests of the weld shall be performed in accordance with § 78.57–17(d) as part of the qualification of each welding procedure and operator.

* * * * *

§ 78.57–17 Tests of welds.

(a) * * *

[4] The welded test plate shall be in the same condition and approximately the same thickness as the cylinder wall and shall be of material from one of the heats used in the lot of cylinders which it represents, except test plates for impact tests shall comply with § 78.57–17(d)(1). The test plate shall be welded by the same welding procedure as used on the particular cylinder seam being qualified and shall be subjected to the same heat treatment.

(b) *Guided bend test.* A "root" bend test specimen shall be cut from the cylinder or welded test plate, used for the tensile test specified in § 78.57–17(a) and from any other seam or equivalent welded test plate if the seam is welded by a procedure different from that used for the major seam. Specimens shall be taken across the particular seam being tested and shall be prepared and tested in accordance with and shall meet the requirements of the Compressed Gas Association's "Standards for Welding and Brazing on Thin Walled Containers" (CGA Pamphlet C–3–1954).[3]

[3] Available from the Compressed Gas Association, Inc., 500 Fifth Avenue, New York 36, New York.

* * * * *

(d) *Impact tests.* One set of three impact test specimens (for each test) shall be prepared and tested for determining the impact properties of the deposited weld metal as part of the qualification of the welding procedure, as part of the qualification of the operators, for each "heat" of welding rod or wire used, and for each 1,000 feet of weld made with the same heat of welding rod or wire.

(1) All impact test specimens shall be of the Charpy type, keyhole or milled U-notch, and shall conform in all respects to Figure 3 of ASTM E–23–60T. Each set of impact specimens shall be taken across the weld and have the notch located in the weld metal. When the cylinder material thickness is 2.5 mm or thicker, impact specimens shall be cut from a cylinder or welded test plate used for the tensile or bend test specimens. The dimension along the axis of the notch shall be reduced to the largest possible of 10 mm, 7.5 mm, 5mm or 2.5 mm, depending upon cylinder thickness. When the material in the cylinder or welded test plate is not of sufficient thickness to prepare 2.5 mm impact test specimens, 2.5 mm specimens shall be prepared from a welded test plate made from ⅛ inch thick material meeting the requirements specified in § 78.57–21(a), Table I, and having a carbon analysis of .05 minimum, but not necessarily from one of the heats used in the lot of cylinders. The test piece shall be welded by the same welding procedure as used on the particular cylinder seam being qualified and shall be subjected to the same heat treatment.

(2) Impact test specimens shall be cooled to the design service temperature. The apparatus for testing the specimens must conform to the requirements of ASTM Standard E–23–60T. The test piece, as well as the handling tongs, shall be cooled for a length of time sufficient to reach the service temperature. The temperature of the cooling device shall be maintained within a range of plus or minus 3° F. The specimen shall be quickly transferred from the cooling device to the anvil of the testing machine and broken within a time lapse of not more than six seconds.

* * * * *

§ 78.57–20 Marking.

(a) Marking required by stamping plainly and permanently on shoulder or top head of jacket or on a permanently attached plate or head protective ring as follows:

(1) ICC–4L followed by the service pressure (for example, ICC–4L200).

(2) ST followed by service temperature (for example, ST–423 F) on cylinders having a service temperature below minus 320° F. only; location to be just below the ICC mark.

(3) Serial number and identifying symbol; location of number to be just below the service temperature or ICC mark; location of symbol to be just below the number. The symbol and numbers must be those of the purchaser, user, or maker. The symbol must be registered with the Bureau of Explosives; duplications not authorized.

(4) Maximum weight of content (Max. Content 00#) on cylinders having a service temperature below minus 320° F. only; location near symbol.

Examples:

Service temperature minus 320° F.	*Service temperature minus 320° F.*
ICC–4L200	ICC–4L200
1234	ST–423F
XY	1234
	XY
	MAX. CONTENT 00#

(5) Inspector's official mark, date of test (such as 10–55 for October 1955), near serial number.

(6) Size of markings at least ¼ inch high if space permits.

* * * * *

§ 78.57–22 Inspector's report.

(a) * * *

On the Report Form, following the line, "Specification ICC ____________" insert the following:

"Service Temperature______ minus ____° F.
Maximum Weight of Content___ (pounds)."

* * * * *

In § 78.59–4 paragraph (a) cancel Note 1; cancel § 78.59–9 (27 F.R. 6741, July 17, 1962) (15 F.R. 8420, Dec. 2, 1950) as follows:

§ 78.59 Specification 8; steel cylinders with approved porous filling for acetylene.

§ 78.59–4 Steel.

(a) * * *

NOTE 1: [Canceled]

§ 78.59–9 Heat treatment. [Canceled]

In § 78.60–4 paragraph (a) Table amend Footnote 5 (16 F.R. 9381, Sept. 15, 1951) to read as follows:

§ 78.60 Specification 8AL; steel cylinders with approved porous filling for acetylene.

§ 78.60–4 Authorized steel.

(a) * * *

[5] Ferritic grain size 6 or finer, according to ASTM E–112–58T.

* * * * *

Subpart D—Specifications for Metal Barrels, Drums, Kegs, Cases, Trunks and Boxes

In § 78.82–7 paragraph (a) Table, cancel Footnotes 4, 5, and 6; cancel § 78.82–15 (25 F.R. 10402, Oct. 29, 1960) (26 F.R. 4997, June 6, 1961) as follows:

§ 78.82 Specification 5B; steel barrels or drums.

§ 78.82–7 Parts and dimensions.

(a) * * *

[4] [Canceled]
[5] [Canceled]
[6] [Canceled]

§ 78.82–15 Type and leakage tests not required. [Canceled]

In § 78.100–5 paragraph (a) Table, cancel Footnotes 2, 3, 4, and 5; in § 78.100–7 paragraph (b) cancel Note 2; cancel § 78.100–12 (25 F.R. 10402, Oct. 29, 1960) (26 F.R. 4998, June 6, 1961 (21 F.R. 675, Jan. 31, 1956) (24 F.R. 3599, May 5, 1959) as follows:

§ 78.100 Specification 6J; steel barrels and drums.

§ 78.100–5 Parts and dimensions.

(a) * * *

[2] [Canceled]
[3] [Canceled]
[4] [Canceled]
[5] [Canceled]

§ 78.100–7 Closures.

*　*　*　*　*

(b) * * *

NOTE 2: [Canceled]

§ 78.100–12 Type test not required. [Canceled]

Add entire § 78.102 (15 F.R. 8446, Dec. 2, 1950) to read as follows:

§ 78.102 Specification 6D; cylindrical steel overpack, straight sided, for inside plastic container.

§ 78.102–1 Material requirements.

(a) Sheets for body and heads to be low carbon, open hearth or electric steel.

§ 78.102–2 Construction requirements.

(a) Construction requirements are as follows:

Rated capacity of inside plastic container not over (gallons)	Minimum thickness, uncoated sheets (gauge)		Body seams	Rolling hoops	Top or bottom head	Closures, when full removable head is used (gaskets not required)
	Body sheet	Head sheet				
5	24	24	Welded	None required	Double seamed or welded.	Lug or plain ring seal.
15	20	20	Welded	Rolled or swedged.	Double seamed or welded.	Lug or plain ring seal.
30	19	19	Welded	Rolled or swedged.	Double seamed or welded.	Bolted type ring closure, 18 gauge.
55	18	18	Welded	Rolled or swedged, or I-Bars, ¾″ x ¼″.	Double seamed or welded.	Bolted type ring closure, 16 gauge.

(b) Steel sheets or parts of specified gauges shall comply with the following:

Gauge number	Nominal thickness (inch) [1]	Minimum thickness (inch) [1]
18	0.0478	0.0428
19	0.0418	0.0378
20	0.0359	0.0324
24	0.0239	0.0209

[1] Thickness shall be measured at any point on the sheet not less than ⅜ inch from an edge.

(c) Two holes not exceeding ¼ inch each are permitted diametrically opposite each other in the overpack body immediately above the double seam of the bottom chime or three holes not exceeding 3/16 inch in diameter on centers 120 degrees apart in the bottom head.

(1) Overpack interior shall be free of projections, burrs, or any edges that will cause damage to inside plastic container and shall be free of lubricants, oils, or any foreign matter.

(2) Head sheets may have not more than two holes of suitable size to provide for protruding closures.

(3) Overpack shall be constructed to provide a snug fit for inside plastic container.

§ 78.102–3 Tests.

(a) Steel overpack when assembled as for use, shall withstand the tests prescribed in specifications for inside plastic containers as detailed in Part 78 when authorized as combination packages in Part 73 of this chapter. The completed package must withstand these tests without rupture of the overpack and without producing a condition of the overpack that could result in potential damage to the inside container.

§ 78.102–4 Markings.

(a) Marking on each container by embossing on bottom head with raised marks with letters and figures not less than ½ inch high as follows:

(1) ICC–6D. These marks shall be understood to certify the steel container complies with all construction requirements of this specification.

(2) Name or symbol (letters) of maker; this must be recorded with the Bureau of Explosives.

(3) Gauge of metal in thinnest part, rated capacity of inside container in gallons, and year of manufacture (for example, 18–55–62). When gauge of metal in body differs from that in head, both must be indicated with slanting line between and with gauge of body indicated first (for example, 18/20–55–62 for body 18 gauge and head 20 gauge).

In § 78.131–6 paragraph (a) Table cancel Footnotes 4, 5, 6, and 8, renumber Footnote 7 as "4"; delete references to footnotes 4, 5, 6, and 8 in the Table headings; in the second column change Footnote 7 to "4"; in § 78.131–7 amend paragraph (a); in § 78.131–11 amend paragraph (b); cancel § 78.131–12 (26 F.R. 1018, Feb. 2, 1961) (26 F.R. 4998, June 6, 1961) (20 F.R. 4419, June 23, 1955) (24 F.R. 3600, May 5, 1959) to read as follows:

§ 78.131 Specification 37A; steel drums.

§ 78.131–7 Closures.

(a) Closures of the type specified in the above table adequate to prevent leakage; gaskets required, all closures to be of the full-removable head type. Curl at top of shell for all drums 30 gallons capacity and larger must have a minimum diameter of 7/16 inch, and so made as to form a circular section with the under portion substantially in contact with the vertical shell. The removable head must have a minimum depth of ¾ inch and the cover bib must be large enough to extend to the horizontal center line of the top curl when the drum is sealed with the gasket in place. Drums of less than 30 gallons capacity may be made with an outside curl diameter of ⅜ inch minimum and a head depth of ¾ inch minimum; except that for drums less than 16 gallons capacity the outside curl diameter may be [illegible]/32 inch and the cover depth may be ⅜ inch minimum.

*　*　*　*　*

§ 78.131–11 Type test.

*　*　*　*　*

(b) Test by dropping on top chime, or other part considered to be weaker, with drum filled to normal loading depth and to the gross weight at which container is marked with dry powdered material, and topped with at least two inches of a finely divided, dry, free-flowing powder of the following sieve analysis:

% retained on 49 mesh=Trace (max.).
% retained on 50 mesh=3% (max.).
% retained on 100 mesh=88% (min.).

A material such as sodium bicarbonate is recommended. Container shall be dropped from a height of 4 feet onto solid concrete so as to strike diagonally on the chime and so positioned when equipped with bolted ring type closure that crush pattern will terminate at closure joint. Closing devices and other parts projecting beyond chime or rolling hoops must be capable of withstanding this test. No disc or material other than regular gaskets in closure part is permitted for test purposes.

§ 78.131–12 Type test not required. [Canceled]

Add entire § 78.134 (15 F.R. 8454, Dec. 2, 1950) to read as follows:

§ 78.134 Specification 37M; cylindrical steel overpack, straight sided for inside plastic container; Nonreusable containers.

§ 78.134–1 Material requirements.

(a) Sheets for body and heads to be low carbon, open hearth or electric steel.

§ 78.134–2 Construction requirements.

(a) Construction requirements are as follows:

Rated capacity of inside plastic container not over (gallons)	Minimum thickness, uncoated sheets (gauge)		Body seams	Rolling hoops	Top or bottom head	Closures, when full removable head is used (gaskets not required)
	Body sheet	Head sheet				
5	26	26	Welded	None required	Double seamed	Lug or plain ring seal.
15	24	24	Welded	Rolled or swedged	Double seamed	Lug or plain ring seal.
30	24	24	Welded	Rolled or swedged	Double seamed	Bolted type ring closure, 18 gauge.
55	24	24	Welded	Rolled or swedged	Double seamed	Bolted type ring closure, 16 gauge.

(b) Steel sheets or parts of specified gauges shall comply with the following:

Gauge number	Nominal thickness (inch) [1]	Minimum thickness (inch) [1]
24	0.0239	0.0209
26	0.0179	0.0159

[1] Thickness shall be measured at any point on the sheet not less than ⅜ inch from an edge.

(c) Two holes not exceeding ¼ inch each are permitted diametrically opposite each other in the overpack body immediately above the double seam of the bottom chime or three holes not exceedthe ³⁄₁₆ inch in diameter on centers 120 degress apart in the bottom head.

(1) Overpack interior shall be free of projections, burrs, or any edges that will cause damage to inside plastic container and shall be free of lubricants, oils, or any foreign matter.

(2) Head sheets may have not more than two holes of suitable size to provide for protruding closures.

(3) Overpack shall be constructed to provide snug fit for inside plastic container.

§ 78.134–3 **Tests.**

(a) Steel overpack when assembled as for use, shall withstand the tests prescribed in specifications for inside plastic containers as detailed in Part 78 when authorized as combination packages in Part 73 of this chapter. The completed package must withstand these tests without rupture of the overpack and without producing a condition of the overpack that could result in potential damage to the inside container.

§ 78.134–4 **Marking.**

(a) Marking on each container by embossing on bottom head with raised marks with letter and figures not less than ½ inch high as follows:

(1) ICC–37M. The letters NRC located near the ICC mark to indicate "Non-reusable container." These marks shall be understood to certify the steel container complies with all construction requirements of this specification.

(2) Name or symbol (letters) of maker; this must be recorded with the Bureau of Explosives.

(3) Gauge of metal in thinnest part, rated capacity of the inside container in gallons, and year of manufacture (for example, 24–55–62). When gauge of metal in body differs from that in either head, both must be indicated with slanting line between and with gauge of body indicated first (for example, 22/24–55–62 for a container having 22-gauge body and 24-gauge top head).

Subpart F—Specifications for Fiberboard Boxes, Drums, and Mailing Tubes

Add entire § 78.211 (15 F.R. 8479, Dec. 2, 1950) to read as follows:

§ 78.211 **Specification 12P; fiberboard boxes. Nonreusable containers for one inside plastic container greater than 1-gallon capacity, as prescribed in Part 73 of this chapter.**

§ 78.211–1 **Material requirements.**

(a) Boxes shall be of corrugated fiberboard, except as otherwise authorized in this specification, having both outer facings water resistant; corrugating medium shall be at least 0.009 inch thick and weigh not less than 26 pounds per 1,000 square feet; all parts shall be securely glued together throughout all contact areas.

(b) Solid fiberboard is authorized when of strength equal to corrugated fiberboard and in conformance with paragraph (c) of this section.

(c) Fiberboard required and tests as follows:

(1) Fiberboard is hereby classified by strength [1] of completed board as in first column of the following table; weights specified in the table are the minimums authorized.

Classified strength of completed board [1]	Solid fiberboard—minimum combined weight of component plies exclusive of adhesives (pounds per 1,000 sq. ft.)	Single-wall—minimum combined weight of facings (pounds per 1,000 sq. ft.)	Double-wall—minimum combined weight of facings including center facings pounds per 1,000) sq. ft.)
175	149	75	------------------------
200	190	84	92
275	237	138	110
325	237	138	110
350	283	180	126
375	283	180	180
400	283	180	180
450	283	180	180
500	330	------------------------	222

[1] Mullen or Cady Test (minimum).

(2) Tests of acceptable completed board must have prescribed strength, Mullen or Cady test, after exposure for at least 3 hours to normal atmospheric conditions (50 to 70 percent relative humidity) under test, as follows:

(i) Clamp board firmly in machine and turn wheel at constant speed of approximately 2 revolutions per second.

(ii) Six bursts required, 3 from each side; all results but one must show pre-

(iii) Board failing may be retested by making 24 bursts, 12 from each side; when all results but 4 show prescribed strength the board is acceptable. scribed strength.

(iv) For corrugated fiberboard, double-pop tests may be disregarded.

§ 78.211–2 **Construction requirements.**

(a) Corrugated or solid fiberboard boxes of any type capable of withstanding tests prescribed by § 78.211–5 authorized when constructed in accordance with requirements of this section.

(b) Corrugated or solid fiberboard boxes in accordance with the following table are authorized.

Gross weight not over (pounds)	Strength of fiberboard (minimum) Mullen or Cady test		
	Solid board	Single-wall corrugated	Double-wall corrugated
20	200	200	200
60	350	350	275
80	500	450	350

(c) All parts must be cut true to size and so creased and slotted as to fit closely into position without cracking, surface breaks, separation of parts outside of crease, or undue binding. Box must provide snug fit for inside plastic container.

(d) Joints (manufacturer's). The joint is defined as that part of the box where the ends of the sheet are joined together by taping, stitching or gluing.

(1) For glued or stitched lap joint, the sides of box forming joint must lap not less than 1¼ inches. Glued joints must be firmly glued throughout entire area of contact with a glue or adhesive which cannot be dissolved in water after film application has dried.

(2) Butt-joints, taped, are authorized providing resulting joints are capable of withstanding tests prescribed by § 78.211–5.

§ 78.211–3 **Design limitations.**

(a) Design limitations are as follows:

(1) Permitted when perforated or die-cut areas remain intact following tests prescribed for box by § 78.211–5.

(i) Outer closing flaps may have perforated areas of no greater size than is necessary to provide access to closure of plastic container; inner flaps may have die-cut areas of similar type.

(ii) Die-cut holes in outer and inner closing flaps when closure for plastic container is attached to a metal plate inserted between the inner and outer flaps or when closure area is protected by means of a plug-in or screw cap or similar device. The diameter of these holes shall be less than the diameter of the metal plate.

(iii) Inside facing of fiberboard closure flaps may be cut or perforated for opening. A tear strip may be incorporated in the body wall of fiberboard boxes provided it is above the neck area of the plastic container and this may be accompanied by a nominal thumb-notch in the manufacturer's joint or in a side panel of the box.

(iv) Handholes, by perforation or other means, in any part of the box providing the face having the handhole is backed up by a fiberboard sheet of equal strength of box in full height and width of that face or that handholes are above the neck area of the plastic container. No more than one handhole in any face nor more than two per box.

(2) Not permitted:

(i) Stitched manufacturer's joint or stitched closures when any such stitch (staple) is in direct contact with the inside plastic container.

§ 78.211-4 Closure.

(a) Closure of any type is authorized provided representative boxes are capable of withstanding tests prescribed by § 78.211-5.

§ 78.211-5 Tests.

(a) Representative samples of the completed composite container assembled, filled and closed as for use must be capable of withstanding tests prescribed in the specification for the inside plastic container without rupture of the fiberboard boxes that produces a condition of the box that could result in potential damage to the inside container.

§ 78.211-6 Marking.

(a) On each container. Symbol in rectangle as follows:

ICC-12P**

(1) Stars to be replaced by authorized gross weight for which box was constructed (for example, ICC-12P80). The letters NRC, located just above or below the ICC mark, to indicate a nonreuseable container. These marks shall be understood to certify that the outer container complies with all the construction requirements of the specification.

(2) Name and address of plant making the container; symbol (letters) authorized if recorded with the Bureau of Explosives. This mark to be located just above or below the mark specified in (a) of this section.

(3) Size of markings: Specification as prescribed in paragraph (a)(1) of this section must be at least ½ inch high; other markings must be legible.

In § 78.214-8 amend paragraph (a); in § 78.214-15 amend paragraph (b) (21 F.R. 9364, Nov. 30, 1956) (19 F.R. 6274, Sept. 29, 1954) to read as follows:

§ 78.214 Specification 23F; fiberboard boxes.

§ 78.214-8 Type authorized.

(a) Of solid fiberboard; 1-piece, or 3-piece without recessed heads, fitted with lining tube or lining tubes as prescribed in § 78.214-15, except that lining tubes are not required for boxes used for shipments of high explosives packed in accordance with § 73.63(a)(3) of this chapter or electric blasting caps packed in accordance with § 73.66(g)(1) of this chapter, or when box is constructed of 1-piece of not less than 600-pound test board weighing not less than 300 pounds per 1,000 square feet. Boxes having handholes are authorized when approved by the Bureau of Explosives.

* * * * *

§ 78.214-15 Authorized gross weight (when packed) and parts required.

* * * * *

(b) Authorized gross weight; 65 pounds when 2 or more lining tubes are used to divide the box into 2 or more compartments; 65 pounds when 1 or more lining tubes are used and contents will consist of 1 cartridge only or of black powder in bags; 65 pounds when boxes without lining tubes are used for shipments of high explosives packed in accordance with § 73.63(a)(3) of this chapter or electric blasting caps packed in accordance with § 73.66(g)(1) of this chapter; 35 pounds in all other cases except that boxes having a single solid fiberboard lining tube, the fiberboard weighing at least 283 pounds per 1,000 square feet, or corrugated fiberboard lining tube as prescribed in § 78.214-4(a), are authorized for 65 pounds gross weight.

In § 78.224-2 amend paragraph (d) (27 F.R. 3432, Apr. 11, 1962) to read as follows:

§ 78.224 Specification 21C; fiber drums.

§ 78.224-2 Type tests.

* * * * *

(d) Drums for inside plastic containers for liquids shall be constructed and tested as prescribed in § 78.224-1(a)(2) and paragraphs (a), (b), (c), and (e) of this section. When combined with inside plastic container authorized in Part 73 of this chapter, the composite container must be tested in accordance with requirements detailed in specifications for the inside plastic container and shall develop no condition that would be of such nature as to contribute to potential failure of inner container.

* * * * *

Subpart I—Specifications for Tank Cars

Add entire § 78.268 (21 F.R. 4574, June 26, 1956) to read as follows:

§ 78.268 Specification ICC-111A60-W-1 fusion-welded steel tanks, or ICC-111A60-F-1, forge-welded steel tanks fabricated by conversion from existing ICC-105A300, 400 or 500 series tanks, to be mounted on or forming part of a car.

(a) Wherever the word "approved" is used in this specification, it means approval by the Association of American Railroads Committee on Tank Cars as prescribed in § 78.259 *Applications for approval.*

§ 78.268-1 Type.

(a) Tanks built under this specification must be cylindrical with heads designed convex outward. When the interior of the tank is divided into compartments, each compartment must have two heads designed convex outward. The tank shell, or each compartment, must be provided with manway and such other external projections as are prescribed herein.

§ 78.268-2 Bursting pressure.

(a) The calculated bursting pressure, based on the lowest tensile strength of the plate and the efficiency of the longitudinal welded joint, must be not less than 240 pounds per square inch.

§ 78.268-3 Thickness of plates.

(a) The wall thickness in the cylindrical portion of the tank must be calculated by the following formula, but in no case shall the wall thickness be less than 7/16 inch.

$$t=\frac{Pd}{2SE}$$

where

t = thickness in inches of the thinnest plate;
P = calculated bursting pressure in pounds per square inch;
d = inside diameter in inches;
S = minimum ultimate tensile strength in pounds per square inch;
E = efficiency of longitudinal welded joint = 90 percent.

(b) The thickness of an ellipsoidal head in which the ellipsoid of revolution has the major axis equal to the inside diameter of the shell and the minor axis is one-half the major axis, shall be determined by the following formula:

$$t=\frac{Pd}{2SE}$$

where

t = thickness of plate in inches;
P = calculated bursting pressure pounds per square inch;
d = inside diameter in inches;
S = minimum ultimate tensile strength in pounds per square inch;
E = efficiency of welded joint, if any = 90 percent; if head is made in one piece, E = 100 percent.

The thickness of a dished head shall be a minimum of ½ inch.

(c) The minimum thickness of clad plates, where cladding material has physical properties at least equal to that of the base plate may be considered as part of the base plate for determining total thickness of plate required. Where the cladding material does not have physical properties at least equal to the base plate, the cladding thickness must be added to that required for the base plate.

(d) When the interior of the tank is divided into compartments by constructing each compartment as a separate tank, these tanks shall be joined together by a cylinder made of plate, having a thickness not less than that required for the tank shell and applied to the outside surface of tank head flanges. The cylinder shall fit the straight flange portion of the compartment tank head tightly. The cylinder shall contact the head flange for a distance of at least two times the plate thickness, or a minimum of 1 inch, whichever is greater. The cylinder shall be joined to the head flange by a full fillet weld. Distance from head seam to cylinder shall not be less than 1½ inches or three times the plate thickness, whichever is greater. Voids created by the space between heads of tanks joined together to form a compartment tank must be provided with a tapped drain hole at their lowest point and a tapped hole at top of tank. The top hole must be closed and the bottom hole may be closed with solid pipe plugs not less than ¾ inch nor more than 1½ inches having standard pipe threads.

§ 78.268–4 Openings in the tank.

(a) Openings for manway nozzle or other fittings must be reinforced in an approved manner.

§ 78.268–5 Material.

(a) All plates for tank must be made of open-hearth boiler-plate flange or firebox quality steel to an approved specification, the carbon content of which shall not exceed 0.31 percent. These plates may also be clad with other metals, such as nickel.

(b) All castings used for fittings or attachments to tank must be made of material to an approved specification. Use of cast iron is prohibited.

(c) All external projections must be made of materials specified herein.

§ 78.268–6 Tank heads.

(a) The tank head shape shall be an ellipsoid of revolution in which the major axis shall equal the diameter of the shell and the minor axis shall be one-half the major axis.

§ 78.268–7 Welding.

(a) All joints must be fusion welded by a process which investigation and laboratory tests by the Mechanical Division of the Association of American Railroads have proved will produce satisfactory results. Fusion welding to be performed by fabricators certified by the Association of American Railroads as qualified to meet the requirements of this specification. All joints must be fabricated by means of fusion welding in accordance with the requirements of A.A.R. Welding Code, Appendix W.

§ 78.268–8 Stress-relieving.

(a) All welding of the tank shell and of attachments welded directly thereto must be stress-relieved as a unit. (See A.A.R. Appendix W.)

§ 78.268–9 Tank mounting.

(a) The manner in which the tank is mounted on and securely attached to the car structure must be approved.

(b) The use of rivets as a means of securing anchor to the tank is prohibited.

§ 78.268–10 Tests of tanks.

(a) Each tank must be tested by completely filling tank and nozzles with water, or other liquid of similar viscosity, having a temperature which must not exceed 100 degrees Fahrenheit during the test, and applying a pressure of 60 pounds per square inch. The tank must hold the prescribed pressure for at least 10 minutes without leakage or evidence of distress.

(b) If tanks are lagged, the test of tank must be made before lagging is applied.

(c) Calking of welded joints to stop leaks developed during the foregoing tests is prohibited. Repairs in welded joints must be made as prescribed in § 78.268–7(a).

§ 78.268–11 Marking.

(a) Each tank must be marked, thus certifying that the tank complies with all the requirements of this specification, as follows:

(1) ICC–111A60–W–1 in letters and figures at least ⅜ inch high, stamped plainly and permanently into the metal near the center of both outside heads of the tank by the tank builder. If the tanks are fabricated from ASTM A–212 Grades A or B steel, the specification number of this material must also be stamped in letters and figures at least ⅜ inch high into the metal near the center of both outside heads of the tank by the tank builder. ICC–111A60–W–1 must also be stenciled on the tank, or jacket if lagged, in letters and figures at least 2 inches high by the party assembling the completed car. Tanks converted from forge-welded tanks (see § 78.268(a)) must be stenciled ICC–111A60–F–1 in letters and figures as prescribed above.

(2) Initials of tank builder and date of original test of tank, in letters and figures at least ⅜ inch high stamped plainly and permanently into the metal immediately below the stamped marks specified in subparagraph (1) of this paragraph.

(3) Initials of company and date of additional tests performed by the party assembling the completed car, in those cases where the tank builder does not complete the fabrication of tank, in letters and figures at least ⅜ inch high stamped plainly and permanently into the metal immediately below the stamped marks specified in subparagraph (2) of this paragraph by the party assembling the completed car.

(4) Date on which the tank was last tested and pressure to which tested stenciled on the tank, or jacket if lagged.

(5) Date on which the safety valves were last tested and pressure to which tested, stenciled on the tank, or jacket if lagged.

(6) Date on which interior heater system was last tested and pressure to which tested, stenciled on the tank, or jacket if lagged.

(7) When a tank car and its appurtenances are designed and authorized for the transportation of a particular commodity only, the name of that commodity followed by the word "Only", or such other wording as may be required to indicate the limits of usage of the car, must be stenciled on each side of the tank, or jacket if lagged, in letters at least 1 inch high, immediately above the stenciled mark specified in subparagraph (1) of this paragraph.

(8) Tanks made of clad plates must be stenciled on the tank, or jacket if lagged, "(naming material) ------ clad tank." Lined tanks must be stenciled on the tank, or jacket if lagged, "(naming material) ------ lined tank." These marks must be in letters at least 2 inches high, immediately above the stenciled mark specified in subparagraph (1) of this paragraph.

§ 78.268–12 Reports.

(a) Before a tank car is placed in service, the party assembling the completed car must furnish to the car owner, Bureau of Explosives and the Secretary, Mechanical Division, Association of American Railroads, a report in approved form certifying that the tank and its equipment comply with all the requirements of this specification. In case of repairs requiring welding to existing tanks or equipment, there must be furnished to the same parties a report in detail of the welded repairs to each tank covered by a particular application, showing the initials and number of each tank involved, except when welded repairs covering previously approved methods and materials are made, a detailed report must be submitted to the Secretary, Mechanical Division, Association of American Railroads, on an approved form upon completion of the repairs. In case of alterations of or additions to existing equipment which change the data on existing certificate of construction, except for the car where previously approved fittings are applied, applications for approval shall be submitted and approval shall be obtained. Reports of the latest retests must be rendered to and retained by the car owner until the next retest has been accomplished and recorded.

§ 78.268–13 Outage.

(a) Tanks built to this specification will require a minimum outage of 2 percent. This outage must be provided for in the tank shell.

§ 78.268–14 Lagging.

(a) Not a specification requirement. If applied the tank shell must be lagged with an approved insulation material. The entire insulation must be covered with a metal jacket not less than ⅛ inch in thickness and efficiently flashed around all openings so as to be weather tight.

(b) Before lagging is applied, the exterior tank surface and the interior surface of the metal jacket shall be given a portective coating.

§ 78.268–15 Closure for manway.

(a) The manway cover must be of an approved type and designed to make it impossible to remove the cover while the interior of the tank is subjected to pressure.

(b) Manway cover must be made of cast, forged or fabricated steel and be of good weldable quality in conjunction with the metal of the tank.

(c) All covers not hinged must be attached to outside of tank by at least a ⅜ inch chain or its equivalent.

(d) All joints between manway covers and their seats must be made tight against leakage of vapor or liquid by use of gaskets of suitable material.

§ 78.268–16 Bottom outlets.

(a) The bottom outlet, when installed, must be made of metal not subject to rapid deterioration by the lading, be of approved design, and be provided with a liquid tight closure at the lower end.

(b) The valve and its operating mechanism may be applied to the interior or the outside bottom of the tank. The design must insure a positive closure during transit.

(c) The bottom outlet nozzle of interior valves and valve body of exterior valves may be of cast, fabricated or forged metal. If welded to the tank they must be of good weldable quality in conjunction with the metal of the tank.

(d) To provide for the attachment of unloading connections, the bottom of the main portion of the outlet nozzle, or valve body of exterior valves, or some fixed attachment thereto, must be provided with threaded cap closure arrangement or bolted flange closure arrangement having minimum 1 inch threaded pipe plug.

(e) For outlet nozzles that extend 6 inches or more from the shell of the tank, a "V" groove must be cut (not cast) in the upper part of the outlet nozzle at a point immediately below the lowest part of the valve to a depth that will leave the thickness of nozzle wall at root of the "V" not over ⅜ inch. The outlet nozzle on interior valves or the valve body on exterior valves may be steam jacketed, in which case the breakage groove or its equivalent must be below the steam chamber. Where the outlet nozzle is not a single piece, or when exterior valves are applied, arrangement must be made to provide the equivalent of a breakage groove.

(f) The flange on the outlet nozzle or the valve body of exterior valves must be of a thickness which will prevent distortion of the valve seat or valve by any change in contour of the shell resulting from expansion of the lading, or other causes, and which will insure that accidental breakage will occur at or below the "V" groove or its equivalent.

(g) The valve must have no wings or stem projecting below the "V" groove or its equivalent. The valve and seat must be readily accessible or removable for repairs, including grinding.

(h) The valve operating mechanism on interior valves must have means for compensating for variation in the vertical diameter of the tank produced by expansion, weight of liquid contents, or other causes, and may operate from the interior of the tank, but in the event the rod is carried through the dome or tank shell, leakage must be prevented by packing in a stuffing box or other suitable seals and a cap.

(i) In no case must the extreme projection of bottom outlet equipment extend to within 12 inches above top of rail. All bottom outlet reducers and closures and their attachments must be secured to car by at least a ⅜ inch chain or its equivalent, except that outlet closure plugs may be attached by ¼ inch chain. When the bottom outlet closure is of the combination cap and valve type, the pipe connection of the valve must be closed by a plug or cap.

§ 78.268–17 Loading and unloading devices.

(a) Not specification requirements. When installed, these devices must be of an approved design which will prevent interchange with any other fixture on the tank, made of material not subject to rapid deterioration by the lading, and be tightly closed. Unloading pipes must be securely anchored within the tank.

(b) When the characteristics of the commodity for which the car is authorized are such that these devices must be equipped with valves or fittings to permit the loading and unloading of the contents of the car, these devices, including valves, must be of an approved design, made of a material not subject to rapid deterioration by the lading, and be provided with a protective housing. Provision must be made for closing pipe connections of valves.

(c) The venting device shall be an opening to permit application of pressure to tank. The loading and unloading device shall be a pipe extending down to the bottom of the tank, so that, by application of pressure, the contents of the tank can be completely removed.

§ 78.268–18 Gauging device.

(a) Outage for these tanks must be provided within the tank shell; therefore, an outage scale visible from manway when cover is open must be provided.

(b) When loading and unloading devices (see § 78.268–17(a)) are applied to permit tank to be loaded with manway cover closed, a telltale pipe must be applied with a ¼ inch control valve mounted outside of the tank and enclosed within a cap or housing. The telltale pipe shall measure a liquid level that will indicate an outage not less than that specified in § 78.268–13(a).

§ 78.268–19 Vacuum breaker.

(a) To prevent pressure reduction of more than 1½ pounds per square inch below atmospheric pressure, when unloading a tank with a closed manway cover, or from drop in temperature with subsequent shrinkage of lading, each tank may be equipped with a valve of approved design.

§ 78.268–20 Safety relief valves.

(a) The tank or each compartment thereof, must be equipped with one or more safety relief valves of approved design, mounted on suitable nozzles securely attached to the top of the tank. Total valve discharge capacity must be sufficient to prevent building up of pressure in tank in excess of 45 pounds per square inch.

(b) Each safety relief valve must be set for a start-to-discharge pressure of 35 pounds per square inch and be vapor tight at 28 pounds per square inch. (For tolerance see § 78.268–21(a).)

(c) Tanks used for the transportation of corrosive liquids, flammable solids, oxidizing materials, or poisonous liquids or solids, Class B, need not be equipped with safety relief valves, but if not so equipped, must have one safety vent at least 1¾ inches inside diameter, of an approved design which will prevent interchange with fixtures prescribed in § 78.268–17(a), made of material not subject to rapid deterioration by the lading, and closed with a frangible disc of lead or other approved material of a thickness that will rupture at not more than 45 pounds per square inch. Means for holding disc in place must be such as to prevent distortion or damage to disc when applied. Safety vent closure must be chained or otherwise fastened to prevent misplacement. All tanks equipped with vents must be stenciled "NOT FOR FLAMMABLE LIQUIDS."

(d) Safety relief valve or safety vent flanges, if welded to tank, must be cast, forged, or fabricated metal and be of good weldable quality in conjunction with the metal of the tank.

(e) Each tank or compartment thereof may be equipped with one separate air connection of approved design, which will prevent interchange with any fixture prescribed in § 78.268–17(a), made of material not subject to rapid deterioration by the lading, tightly closed, and chained to prevent misplacement. Valves, if applied must be of approved design, made of a material not subject to rapid deterioration by the lading, and be provided with a protective housing. Provision must be made for closing pipe connections of valves.

§ 78.268–21 Tests of safety relief valves.

(a) Each valve must be tested by air or gas before being put into service. The valve must start-to-discharge at a pressure of 35 pounds per square inch, and be vapor tight at 28 pounds per square inch, which limiting pressures must not be affected by any auxiliary closure or other combination. The valves must start-to-discharge at the pressure prescribed in § 78.268–20(b) with a tolerance of plus or minus 3 pounds.

§ 78.268–22 Interior heater systems.

(a) Not a specification requirement. When installed, see § 78.260 and § 78.261 *Heater systems*.

(b) Flanges for interior heater systems and plugs must be of cast, fabricated or forged metal. Flanges must be of good weldable quality in conjunction with the metal of the tank.

(c) Interior heater systems when installed must be so constructed that the breaking off of their external connections will not cause leakage of contents of tank.

(d) Interior heater systems must be tested with hydrostatic pressure and must be tight at 200 pounds per square inch.

Add entire § 78.271 (21 F.R. 4578, June 26, 1956) to read as follows:

§ 78.271 Specification ICC–112A200–W; fusion-welded steel tanks to be mounted on or forming part of a car.

(a) Wherever the word approved is used in this specification it means approval by the Association of American Railroads Committee on Tank Cars as prescribed in § 78.259 *Applications for approval*.

§ 78.271–1 Type.

(a) Tanks built under this specification must be cylindrical with heads designed convex outward. The tank must be provided with manway nozzle and cover on top of the tank of sufficient diameter to permit access to the interior of the tank and to provide for the proper mounting of venting, loading, unloading, sampling and safety relief valves, gauging device, thermometer well, and a protective housing on the cover, Other openings in the tank are prohibited, except as provided in Part 73 of this chapter.

§ 78.271–2 Lagging.

(a) Not a specification requirement.

(b) In lieu of lagging, at least the upper ⅔ of the tank car tank shall be painted with a light-reflective paint for the finish coat. Manway nozzle and all appurtenances in contact with this area of the tank shall also be painted with a light-reflective paint for the finish coat.

§ 78.271–3 Bursting pressure.

(a) The calculated bursting pressure, based on the lowest tensile strength of the plate and the efficiency of the longitudinal welded joint, must be at least 500 pounds per square inch.

§ 78.271–4 Thickness of plates.

(a) The wall thickness in the cylindrical portion of the tank and tank heads must be calculated by the following formula, but in no case shall the wall thickness be less than that specified in paragraph (b) of this section:

$$t=\frac{Pd}{2SE}$$

where

t = thickness in inches of thinnest plate;
P = calculated bursting pressure in pounds per square inch;
d = inside diameter in inches;
S = minimum ultimate tensile strength in pounds per square inch;
E = efficiency of longitudinal welded joint = 90 percent.

(b) The minimum thickness of plates must be $\frac{9}{16}$ inch, except when steel of 65,000 psi. minimum tensile strength is used, the minimum thickness of plates may be ½ inch.

(c) The minimum thickness of clad plates, where cladding material has physical properties at least equal to that the base plate prescribed in § 78.271–6 (a) minimum thickness of base plate graph (b) of this section. Where the cladding material does not have physical properties at least equal to that of the base plate prescribed in § 78.127–5(a) minimum thickness of base plate must be as prescribed in paragraph (b) of this section.

§ 78.271–5 Manway nozzle opening.

(a) Opening in tank for manway nozzle must be reinforced in an approved manner.

§ 78.271–6 Material.

(a) All plates for tank and manway nozzle must be made of open-hearth boiler-plate flange or firebox quality steel to an approved specification, the carbon content of which shall not exceed 0.31 percent. These plates may also be clad with other metals, such as nickel.

(b) All castings used for fittings or attachments to tank must be made of material to an approved specification. The use of cast iron is prohibited.

(c) All external projections must be made of materials specified herein.

§ 78.271–7 Tank heads.

(a) The tank head shape shall be an ellipsoid of revolution in which the major axis shall equal the diameter of the shell and the minor axis shall be not less than ½ of the major axis.

§ 78.271–8 Welding.

(a) All joints must be fusion welded by a process which investigation and laboratory tests by the Mechanical Division, Association of American Railroads have proved will produce satisfactory results. Fusion welding to be performed by fabricators certified by the Association of American Railroads as qualified to meet the requirements of this specification. All joints must be fabricated by means of fusion welding in accordance with the requirements of A.A.R. Welding Code, Appendix W.

§ 78.271–9 Stress-relieving.

(a) All welding of the tank shell and of attachments welded directly thereto, must be stress-relieved as a unit. (See A.A.R. Appendix W.)

§ 78.271–10 Tank mounting.

(a) The manner in which the tank is mounted on and securely supported on the car structure must be approved.

(b) The use of rivets as a means of securing the anchor to tank is prohibited.

§ 78.271–11 Manway nozzle, cover and protective housing.

(a) Manway nozzle must be of forged or rolled steel at least 18 inches inside diameter. Manway nozzle must be of approved design and attached to tank by fusion welding. Fusion welding for securing this attachment in place must be of the double-welded butt joint type or double full-fillet lap joint type.

(b) Manway cover must be of forged or rolled steel at least 2¼ inches thick, machined to approved dimensions. Manway cover must be attached to manway nozzle by through or stud bolts not entering tank.

(c) The shearing value of the bolts attaching protective housing to manway cover must not exceed 70 percent of shearing value of bolts attaching manway cover to manway nozzle.

(d) All joints between manway cover and manway nozzle, and between manway cover and valves or other appurtenances mounted thereon, must be made tight against vapor pressure.

(e) Protective housing of cast or fabricated steel must be bolted to manway cover. Housing must be equipped with a suitable metal cover that can be securely closed. Housing cover on tanks used for the transportation of liquefied flammable gases must be provided with an opening equipped with an approved weather proof covering and having an area at least equal to the total safety valve discharge area. Housing cover must have suitable stop to prevent cover striking loading or unloading connections and be hinged on one side only with approved riveted pin or rod with nuts and cotters. Opening in wall of housing must be equipped with screw plugs or other closures.

§ 78.271–12 Venting, loading and unloading valves, gauging and sampling device and thermometer well.

(a) Venting, loading and unloading valves must be of approved design, made of metal not subject to rapid deterioration by the lading, and must withstand a pressure of 200 pounds per square inch without leakage. The valves must be directly bolted to seatings on manway cover. Pipe connections of the valves must be closed with approved screw plugs chained or otherwise fastened to prevent misplacement.

(b) The interior pipes of the loading and unloading valves, except as prescribed in paragraph (d) of this section, may be equipped with excess flow valves of approved design.

(c) Gauging device, sampling valve and thermometer well are not specification requirements. When used, they must be of approved design, made of material not subject to rapid deterioration by the lading, and must withstand a pressure of 200 pounds per square inch without leakage. Interior pipes of the gauging device and sampling valve, except as prescribed in paragraph (d) of this section, may be equipped with excess flow valves of approved design. Interior pipes of thermometer well must be anchored in an approved manner to prevent breakage due to vibration. The thermometer well must be closed by an approved valve attached close to the manway cover and closed by a screw plug. Other approved arrangements that permit testing thermometer well for leaks without complete removal of the closure may be used.

(d) Tanks used in the transportation of liquefied flammable gases must have the interior pipes of the loading and unloading valves, gauging device and sampling valve equipped with excess flow valves of an approved design.

(e) An excess flow valve, as referred to in this specification, is a device which closes automatically against the outward flow of the contents of the tank such as may be encountered in case the external closure is broken off or removed during transit. Excess flow valves may be designed with a by-pass to allow equalization of pressures.

§ 78.271–13 Safety valves.

(a) The tank must be equipped with one or more safety valves of an approved design, made of metal not subject to rapid deterioration by the lading and mounted on manway cover. The total valve discharge capacity must be sufficient to prevent building up of pressure in tank in excess of 165 pounds per square inch.

(b) The safety valves must be set for a start-to-discharge pressure of 150 pounds per square inch. (For tolerance see § 78.271–17(a).)

§ 78.271–14 Fixtures, reinforcements, and attachments not otherwise specified.

(a) Attachments, other than the anchorage, interior pipe bracing, and those mounted on manway cover, are prohibited.

§ 78.271–15 Closures for openings.

(a) Plugs must be of approved type, with standard pipe thread and of metal not subject to rapid deterioration by lading.

§ 78.271–16 Tests of tanks.

(a) Each tank must be tested, after anchorage is applied, by completely filling tank and manway nozzle with water, or other liquid of similar viscosity, having a temperature which must not exceed 100 degrees Fahrenheit during test, and applying a pressure of 200 pounds per square inch. The tank must hold the prescribed pressure for at least 10 minutes without leakage or evidence of distress.

(b) Calking of welded joints to stop leaks developed during the foregoing tests prohibited. Repairs in welded joints must be made as prescribed in § 78.271–8(a).

§ 78.271–17 Tests of safety relief valves.

(a) Each valve must be tested by air or gas before being put into service. The valve must start-to-discharge at a pressure of 150 pounds per square inch and be vapor tight at 120 pounds per square inch, which limiting pressures must not be affected by any auxiliary closure or other combination. The valves must start-to-discharge at the pressure prescribed in § 78.271–13(b), with a tolerance of plus or minus 3 percent.

§ 78.271–18 Marking.

(a) Each tank must be marked, thus certifying that the tank complies with all the requirements of this specification. These marks must be as follows:

(1) ICC–112A200–W in letters and figures at least ⅜ inch high stamped plainly and permanently into the metal near the center of both outside heads of the tank by the tank builder. If tanks are fabricated from ASTM A–212 Grade A or B steel, the specification number of the material must also be stamped in letters and figures at least ⅜ inch high into the metal near the center of both outside heads of the tank by the tank builder. ICC–112A200–W must also be stenciled on the tank in letters and figures at least 2 inches high by the party assembling the completed car.

(2) Initials of tank builder and date of original test of tank in letters and figures at least ⅜ inch high stamped plainly and permanently into the metal immediately below the stamped marks specified in subparagraph (1) of this paragraph.

(3) Initials of company and date of additional tests performed by the party assembling the completed car, in those cases where the tank builder does not complete the fabrication of the tank, in letters and figures at least ⅜ inch high stamped plainly and permanently into the metal immediately below the stamped marks specified in subparagraph (2) of this paragraph by the party assembling the completed car.

(4) Date on which the tank was last tested and pressure to which tested, stenciled on the tank.

(5) Date on which the safety valves were last tested and pressure to which tested, stenciled on the tank.

(6) Water capacity in pounds stamped plainly and permanently in letters and figures at least ⅜ inch high into the metal of the tank immediately below the mark specified in subparagraphs (2) and (3) of this paragraph. This mark must also be stenciled on the tank immediately below the dome platform and either directly behind or within 3 feet of the right or left side of ladder or ladders, if there is a ladder on each side of the tank, in letters and figures at least 2 inches high as follows:

WATER CAPACITY 000000 POUNDS

(7) When a tank car and its appurtenances are designed and authorized for the transportation of a particular commodity only, the name of that commodity followed by the word "Only", or such other wording as may be required to indicate the limits of usage of the car, must be stenciled on each side of the tank in letters at least 1 inch high, immediately above the stenciled mark specified in subparagraph (1) of this paragraph.

(8) Tanks made of clad plates must be stenciled on the tank, "(naming material) ____ clad tank." Lined tanks must be stenciled on the tank, "(naming material) ____ lined tank." These marks must be stenciled in letters at least 2 inches high, immediately above stenciled mark specified in subparagraph (7) of this paragraph.

§ 78.271–19 Reports.

(a) Before a tank car is placed in service, the party assembling the completed car must furnish to the car owner, Bureau of Explosives, and the Secretary, Mechanical Division, Association of American Railroads, a report in approved form certifying that the tank and its equipment comply with all the requirements of this specification. In case of repairs requiring welding to existing tanks or equipment, there must be furnished to the same parties a report in detail of the welded repairs to each tank covered by a particular application, showing initials and number of each tank involved; except when welded repairs covering previously approved methods and materials are made, a detailed report must be submitted to the Secretary, Mechancial Division, Association of American Railroads, on an approved form upon completion of the repairs. In case of alterations of or additions to existing equipment which change the data on the existing certificate of construction, except for the car where previously approved fittings are applied, application for approval must be submitted and approval must be obtained. Reports of the latest retests must be rendered to and retained by the car owner until the next retest has been accomplished and recorded.

Add entire § 78.272 (21 F.R. 4578, June 26, 1956) to read as follows:

§ 78.272 Specification ICC–112A340–W; fusion-welded steel tanks to be mounted on or forming part of a car.

(a) Wherever the word "approved" is used in this specification it means approval by the Association of American Railroads Committee on Tank Cars as prescribed in § 78.259 *Applications for approval*.

§ 78.272–1 Type.

(a) Tanks built under this specification must be cylindrical with heads designed convex outward. The tank must be provided with manway nozzle and cover on top of the tank of sufficient diameter to permit access to the interior of the tank and to provide for the proper mounting of venting, loading, unloading, sampling and safety valves, gauging devices, thermometer well, and a protective housing on the cover. Other openings in the tank are prohibited, except as provided in Part 73 of this chapter.

§ 78.272–2 Lagging.

(a) Not a specification requirement.

(b) In lieu of lagging, at least the upper ⅔ of the tank car tank shall be painted with a light-reflective paint for the finish coat. Manway nozzle and all appurtenances in contact with this area of the tank shall also be painted with a light-reflective paint for the finish coat.

§ 78.272–3 Bursting pressure.

(a) The calculated bursting pressure, based on the lowest tensile strength of the plate and the efficiency of the longitudinal welded joint, must be at least 850 pounds per square inch.

§ 78.272–4 Thickness of plates.

(a) The wall thickness in the cylindrical portion of the tank and tank heads must be calculated by the following formula, but in no case shall the wall thickness be less than that specified in paragraph (b) of this section:

$$t=\frac{Pd}{2SE}$$

where

t = thickness in inches of thinnest plate;
P = calculated bursting pressure in pounds per square inch;
d = inside diameter in inches;
S = minimum ultimate tensile strength in pounds per square inch;
E = efficiency of longitudinal welded joint = 90 percent.

(b) The minimum thickness of plates must be 11/16 inch, except when steel of 65,000 psi. minimum tensile strength is used, the minimum thickness of plates may be ⅝ inch.

(c) The minimum thickness of clad plates, where cladding material has physical properties at least equal to that of the base plate prescribed in § 78.272–6(a), must be as prescribed in paragraph (b) of this section. Where the cladding material does not have physical properties at least equal to that of the base plate prescribed in § 78.272–6(a) minimum thickness of base plate must be as prescribed in paragraph (b) of this section.

§ 78.272–5 Manway nozzle opening.

(a) Opening in tank for manway nozzle must be reinforced in an approved manner.

§ 78.272–6 Material.

(a) All plates for tank and manway nozzle must be made of open-hearth boiler-plate flange or firebox quality steel to an approved specification, the carbon content of which shall not exceed 0.31 percent. These plates may also be clad with other metals, such as nickel.

(b) All castings used for fittings or attachments to tank must be made of material to an approved specification. The use of cast iron is prohibited.

(c) All external projections must be made of materials specified herein.

§ 78.272–7 Tank heads.

(a) The tank head shape shall be an ellipsoid of revolution in which the major axis shall equal the diameter of the shell and the minor axis shall be not less than ½ the major axis.

§ 78.272–8 Welding.

(a) All joints must be fusion welded by a process which investigation and laboratory tests by the Mechanical Division of the Association of American Railroads have proved will produce satisfactory results. Fusion welding to be performed by fabricators certified by Association of American Railroads as qualified to meet the requirements of this specification. All joints must be fabricated by means of fusion welding in accordance with the requirements of A.A.R. Welding Code, Appendix W.

§ 78.272–9 Stress-relieving.

(a) All welding of the tank shell and of attachments welded directly thereto, must be stress-relieved as a unit. (See A.A.R. Appendix W.)

§ 78.272–10 Tank mounting.

(a) The manner in which the tank is supported on and securely attached to the car structure must be approved.

(b) The use of rivets as a means of securing the anchor to tank is prohibited.

§ 78.272–11 Manway nozzle, cover and protective housing.

(a) Manway nozzle must be of forged or rolled steel at least 18 inches inside diameter. Manway nozzle must be of approved design and attached to tank by fusion welding. Fusion welding for securing this attachment in place must be of the double-welded butt joint type or double full-fillet lap joint type.

(b) Manway cover must be of forged or rolled steel at least 2¼ inches thick, machined to approved dimensions. Manway cover must be attached to manway nozzle by through or stud bolts not entering tank.

(c) The shearing value of the bolts attaching protective housing to manway cover must not exceed 70 percent of shearing value of bolts attaching manway cover to manway nozzle.

(d) All joints between manway cover and manway nozzle, and between manway cover and valves or other appurtenances mounted thereon, must be made tight against vapor pressure.

(e) Protective housing of cast or fabricated steel must be bolted to manway cover. Housing must be equipped with a suitable metal cover that can be securely closed. Housing cover on tanks used for the transportation of liquefied flammable gases must be provided with an opening equipped with an approved weather proof covering and having an area at least equal to the total safety valve discharge area. Housing cover must have suitable stop to prevent cover striking loading and unloading connections and be hinged on one side only with approved riveted pin or rod with nuts and cotters. Opening in wall of housing must be equipped with screw plugs or other closures.

§ 78.272–12 Venting, loading and unloading valves, gauging and sampling device and thermometer well.

(a) Venting, loading and unloading valves must be of approved type, made of metal not subject to rapid deterioration by lading, and must withstand a pressure of 340 pounds per square inch without leakage. The valves must be directly bolted to seatings on manway cover. Pipe connections of the valves must be closed with approved screw plugs chained or otherwise fastened to prevent misplacement.

(b) The interior pipes of the loading and unloading valves, except as prescribed in paragraph (d) of this section, may be equipped with excess flow valves of approved design.

(c) Gauging device, sampling valve and thermometer well are not specification requirements. When used, they must be of approved design, made of metal not subject to rapid deterioration by the lading, and must withstand a pressure of 340 pounds per square inch without leakage. Interior pipes of the gauging device and sampling valve, except as prescribed in paragraph (d) of this section, may be equipped with excess flow valves of approved design. Interior pipes of thermometer well must be anchored in an approved manner to prevent breakage due to vibration. The thermometer well must be closed by an approved valve attached close to the manway cover and closed by a screw plug. Other approved arrangements that permit testing thermometer well for leaks without complete removal of the closure may be used.

(d) Tanks used in the transportation of liquefied flammable gases must have the interior pipes of the loading and unloading valves, gauging device and sampling valve equipped with excess flow valves of approved design.

(e) An excess flow valve, as referred to in this specification, is a device which closes automatically against the outward flow of the contents of the tank such as may be encountered in case the external closure valve is broken off or removed during transit. Excess flow valves may be designed with a by-pass to allow equalization of pressures.

§ 78.272–13 Safety relief valves.

(a) The tank must be equipped with one or more safety relief valves of approved design, made of metal not subject to rapid deterioration by the lading and be mounted on manway cover. The total valve discharge capacity must be sufficient to prevent building up of pressure in tank in excess of 280.5 pounds per square inch, except as provided in paragraph (c) of this section.

(b) The safety relief valve must be set for a start-to-discharge pressure of 255 pounds per square inch, except as provided in paragraph (c) of this section. (For tolerance see § 78.272–17(a).)

(c) As an alternate, safety relief valve may be set for a start-to-discharge pressure of 280.5 pounds per square inch and the total valve discharge capacity must be sufficient to prevent building up pressure in tank in excess of 306 pounds per square inch.

(d) Safety relief valves must not start to leak at less than 90 percent of the start-to-discharge pressure and must be vapor tight at 80 percent of the start-to-discharge pressure.

§ 78.272–14 Fixtures, reinforcements, and attachments not otherwise specified.

(a) Attachments, other than the anchorage, interior pipe bracing, and those mounted on manway cover, are prohibited.

§ 78.272–15 Closures for openings.

(a) Plugs must be of approved type, with standard pipe thread and of metal not subject to rapid deterioration by the lading.

§ 78.272–16 Tests of tanks.

(a) Each tank must be tested, after anchorage is applied, by completely filling tank and manway nozzle with water, or other liquid of similar viscosity, having a temperature which must not exceed 100 degrees Fahrenheit during test, and applying a pressure of 340 pounds per square inch. The tank must hold the prescribed pressure for at least 10 minutes without leakage or evidence of distress.

(b) Calking of welded joints to stop leaks developed during the foregoing tests prohibited. Repairs in welded joints must be made as prescribed in § 78.272–8(a).

§ 78.272–17 Tests of safety relief valves.

(a) Each valve must be tested by air or gas before being put into service. The valve must start-to-discharge at a pressure of 255 pounds per square inch and be vapor tight at 204 pounds per square inch, which limiting pressures must not be affected by any auxiliary closure or other combination. The valves must start to discharge at the pressures prescribed in § 78.272–13 (b) or (c) with a tolerance of plus or minus 3 percent.

§ 78.272–18 Marking.

(a) Each tank must be marked, thus certifying that the tank complies with all the requirements of this specification. These marks must be as follows:

(1) ICC-112A340-W in letters and figures at least ⅜ inch high stamped plainly and permanently into the metal near the center of both outside heads of the tank by the tank builder. If tanks are fabricated from ASTM A-212 Grade

A or B steel, the specification number of the material must also be stamped in letters and figures at least ⅜ inch high into the metal near the center of both outside heads of the tank by the tank builder. ICC–112A340–W must also be stenciled on the tank in letters and figures at least 2 inches high by the party assembling the completed car.

(2) Initials of tank builder and date of original test of tank in letters and figures at least ⅜ inch high stamped plainly and permanently into the metal immediately below the stamped marks specified in subparagraph (1) of this paragraph.

(3) Initials of company and date of additional tests performed by the party assembling the completed car, in those cases where the tank builder does not complete the fabrication of the tank, in letters and figures at least ⅜ inch high stamped plainly and permanently into the metal immediately below the stamped marks specified in subparagraph (2) of this paragraph by the party assembling the completed car.

(4) Date on which the tank was last tested and pressure to which tested, stenciled on the tank.

(5) Date on which the safety relief valve was last tested and pressure to which tested, stenciled on the tank.

(6) Water capacity in pounds stamped plainly and permanently in letters and figures at least ⅜ inch high into the metal of the tank immediately below the mark specified in subparagraph (2) and (3) of this paragraph. This mark must also be stenciled on the tank immediately below the dome platform and either directly behind or within 3 feet of the right or left side of ladder or ladders, if there is a ladder on each side of the tank, in letters and figures at least 2 inches high as follows:

WATER CAPACITY 000000 POUNDS

(7) When a tank car and its appurtenances are designed and authorized for the transportation of a particular commodity only, the name of that commodity followed by the word "Only", or such other wording as may be required to indicate the limits of usage of the car, must be stenciled on each side of the tank in letters at least 1 inch high, immediately above the stenciled mark specified in subparagraph (1) of this paragraph.

(8) Tanks made of clad plates must be stenciled on the tank, "(naming material) ---------- clad tanks." Lined tanks must be stenciled on the tank, "(naming material) ---------- lined tank." These marks must be stenciled in letters at least 2 inches high, immediately above stenciled mark specified in subparagraph (7) of this paragraph.

§ 78.272–19 Reports.

(a) Before a tank car is placed in service, the party assembling the completed car must furnish to the car owner, Bureau of Explosives, and the Secretary, Mechanical Division, Association of American Railroads, a report in approved form certifying that the tank and its equipment comply with all the requirements of this specification. In case of repairs requiring welding to existing tanks or equipment, there must be furnished to the same parties a report in detail of the welded repairs to each tank covered by a particular application, showing initials and number of each tank involved; except when welded repairs covering previously approved methods and materials are made, a detailed report must be furnished to the Secretary, Mechanical Division, Association of American Railroads on an approved form upon completion of the repairs. In case of alteration of or additions to existing equipment which change the data on the existing certificate of construction, except for the cars where previously approved fittings are applied, applications for approval must be submitted and approval must be obtained. Reports of the latest retests must be rendered to and retained by the car owner until the next retest has been accomplished and recorded.

Add entire § 78.279 (21 F.R. 4585, June 26, 1956) to read as follows:

§ 78.279 Specification ICC–113A60–W–2; fusion-welded metal tank to be mounted on or forming part of a car.

(a) Wherever the word "approved" is used in this specification it means approval by the Association of American Railroads Committee on Tank Cars as prescribed in § 78.259 *Applications for approval.*

§ 78.279–1 Type.

(a) A tank built in accordance with this specification shall consist of an inner container, inner container suspension system, outer shell, anchorage for mounting on a railway car underframe, piping systems for vapor venting, filling and transfer of the lading, and safety devices, controls, gauges and valves prescribing herein for safe operation of the unit in storage, transport, filling and transfer of the lading.

(b) Multiple compartments: When the interior of the tank is divided into compartments, each compartment must have two heads designed convex outward and comply with all other requirements described in this specification.

§ 78.279–2 Inner container; Requirements for design, materials and construction.

(a) The inner container shall be a fusion welded cylindrical shell closed at each end with formed heads convex outward and suitable for operation at temperatures as low as minus 423 degrees Fahrenheit.

(b) Materials: The plate material used in the shell and heads shall be suitable for use at minus 423 degrees Fahrenheit and resistant to corrosion caused by the lading or approved cleaning solvents. Chromium-nickel steel to ASTM Specification A–240–58T, Type 304, shall be used and shall be in the annealed condition prior to fabricating, forming or fusion-welding. Appurtenances shall be of approved materials having satisfactory properties at minus 423 degrees Fahrenheit.

(c) Bursting pressure: The calculated bursting pressure based on the minimum ultimate tensile strength of the material used for the inner container and the efficiency of the welded joint shall not be less than 240 psig.

(d) Thickness of plates: The wall thickness in the cylindrical portion of the inner container and heads must be calculated by the following formula but in no case shall the wall thickness be less than 3/16 inch:

$$t=\frac{Pd}{2SE}$$

where

t = thickness in inches of the thinnest plate;
P = calculated bursting pressure in pounds per square inch;
d = inside diameter of the cylindrical portion of the container in inches;
S = minimum ultimate tensile strength of the plate material in pounds per square inch, as given in ASTM Specification A–240–58T, Type 304;
E = efficiency of longitudinal welded joint = 85 percent.

(e) Heads. The formed heads on the inner container shall be an ellipsoid of revolution in which the major axis shall equal the inside diameter of the shell and the minor axis shall be one-half of the major axis. Formed heads of other approved contours may be used, but in no case shall the wall thickness be less than 3/16 inch.

(f) Access to inner container. The inner container shall be provided with a welded access to the inner container through the outer shell. The welded access closure shall have a minimum diameter of 16 inches and shall be so designed as to allow opening by grinding, chipping, etc., a minimum of welds and re-closing by rewelding without need for new parts. Cutting torch may not be used. The opening in the container to provide for the welded access closure shall be reinforced in an approved manner. The closure material shall be the same as the inner container. The reinforced openings in inner container and outer shell must be aligned so a man can gain entrance to the inner container after breaking vacuum, removing closure welds and closure of outer shell and inner container. A passageway connecting the inner container with the outer shell is not a specification requirement.

(g) Welding:

(1) All joints must be fusion welded by a process which investigation and laboratory tests by the Mechanical Division of the Association of American Railroads have proved will produce satisfactory results. Fusion welding to be performed by fabricators certified by the Association of American Railroads as certified to meet the requirements of this specification. All joints must be fusion welded in accordance with the requirements of the AAR Welding Code, Appendix W, except that the following requirements supersede requirements listed under "Test Plates", "Bend Test", and "Impact Test" of Appendix W:

(2) Test plates. A welded test plate of the dimensions shown in Figure W–2 shall be made for each container using the same weld procedure as used in welding the longitudinal seams of the container. Test plates shall be prepared from material having the same material specification and mill heat

numbers as used in the shell or main heads of the inner container. After welding is completed, the test plate shall be radiographed and the standards of judgment of weld acceptability as set forth in paragraph 10.74-1 of AAR Welding Code, Appendix W, shall be followed.

(3) Test specimens: The following test specimens shall be removed from the welded test plate and submitted to tests prescribed below:

(i) *Bend test.* Four transverse bend test specimens shall be removed from the welded test plate transverse to the welded joint of the test plate. The specimens shall be of rectangular cross section 1½ inches wide and the full thickness of the test plate. Weld reinforcements on each side of each test specimen shall be removed flush with the plane of the plate surface. Specimens shall be saw cut from the test plate. Removal of test specimens from the test plate by means of flame cutting is prohibited. The specimens shall be submitted to a guided bend test and two transverse face bend tests and two transverse root bend tests shall be performed. A bend test specimen that reveals no cracks or other open defects exceeding ⅛ inch measured in any direction on the convex surface of the specimen shall be considered to have passed the bend test. Cracks occurring on the corners of the specimen during the test shall not be considered as cause for rejection, unless there is definite evidence that they are the result of slag inclusions in the weld or other internal defects.

(ii) *Impact tests.* Three sets of three impact test specimens shall be sawcut from the welded test plate. These specimens shall be used for determining the impact properties of the plate material, weld zone and heat affected zone. Impact test specimens shall be of the Charpy type, milled U-notch, with the base of the notch normal to the plate surface, and shall conform in all respects to Figure 3 of ASTM Specification E-23-56-T. Impact test specimens shall be cooled in liquid nitrogen (—320 degrees Fahrenheit). The apparatus for testing the specimens shall be in accordance with the requirements of ASTM Specification E-23-56-T. The test piece and handling tongs shall be cooled for a length of time sufficient to reach the temperature of liquid nitrogen. The specimen shall be quickly transferred from the cooling device to the anvil of the testing machine and broken within a time lapse of not more than six (6) seconds.

(iii) *Impact properties.* The impact properties of each set of impact specimens shall be not less than the values listed below:

Size of specimen	Minimum impact value required for average of each set of 3 specimens	Minimum impact value permitted on 1 specimen only of each set of 3 specimens
55 mm x 10 mm x 10 mm	15 ft-lb	10.0 ft-lb.
55 mm x 10 mm x 7.5 mm	12.5 ft-lb	8.5 ft-lb.
55 mm x 10 mm x 5 mm	10 ft-lb	7.0 ft-lb.
55 mm x 10 mm x 2.5 mm	5 ft-lb	3.5 ft-lb.

When the average value of the three specimens equals or exceeds the minimum value permitted for a single specimen, and the value for more than one specimen is less than the minimum value required for the average of the three specimens, or when the impact value of one specimen is below the minimum value permitted for a single specimen, a retest of three additional specimens shall be made. The value from each retest specimen shall equal or exceed the minimum value required for the average of 3 specimens given above. When an erratic result is caused by a defective specimen or there is uncertainty in the test procedure, a retest is authorized.

(h) Radiography: All longitudinal and circumferential double-butt fusion-welded joints shall be examined throughout their entire length by the X-ray or Gamma-ray method of radiography. The standards of judgment for acceptability of welds examined by radiography shall be in accordance with paragraph W-10.74-1 of AAR Welding Code, Appendix W.

(i) Stress-relieving: Stress-relieving of the inner container is not a requirement of this specification.

(j) Cleaning interior container: The interior of the tank and all lines connecting to it shall be thoroughly cleaned.

(k) Test of inner container: After all items to be welded to the inner container have been welded in place, the container shall be completely filled with water, which must not exceed 100 degrees Fahrenheit during the prescribed test period, and a pressure of not less than 60 pounds per square inch applied. The container must hold the prescribed pressure for a period of 10 minutes without leakage or evidence of distress. Calking of welded joints to stop leakage is prohibited. Repairs in welded joints must comply with all requirements of paragraph (g) of this section.

§ 78.279-3 Outer shell; Requirements for design, material and construction.

(a) The outer shell shall be a fusion-welded cylindrical shell with formed heads convex outward and designed to withstand an external pressure of one atmosphere.

(b) Material:

(1) All plate material in the outer shell shall be open-hearth flange quality or firebox quality steel, the carbon content of which shall not exceed 0.31 percent. Steel plate material in accordance with material specifications listed in Group 1, Table "A", of AAR Welding Code, Appendix W, are approved for use in the outer shell of tanks built to this specification.

(2) All steel castings, steel forgings, and steel structural shapes shall be of material to an approved specification.

(3) Rivets, when used, shall be of steel to an approved specification.

(c) Thickness of plates: The wall thickness of steel plates in the cylindrical portion of the outer shell shall be not less than 7/16 inch.

(d) Heads: The formed heads at each end of the outer shell shall be an ellipsoid of revolution in which the major axis shall equal the inside diameter of the shell and the minor axis shall be one-half of the major axis. Formed heads of other approved contours may be used, but in no case shall the wall thickness be less than 7/16 inch.

(e) Access through outer shell: The outer shell shall be provided with a welded access to the inner container through its welded access. The welded access closure shall have a minimum diameter of 16 inches and shall be so designed as to allow opening by grinding a minimum of welds and re-closing by rewelding without need for new parts. Cutting torch may not be used. The opening in the outer shell to provide for the welded access closure shall be reinforced in an approved manner. The closure material shall be the same as the outer shell.

(f) Suspension system for inner container: The inner container shall be suspended and supported within the outer shell by a suspension system of adequate strength and ductility at its operating temperature to support the inner container when filled with liquid lading to any level incidental to operation of the complete unit as a railway tank car. The suspension system design shall be capable of withstanding impact loads producing accelerations of the following magnitudes and directions when the inner container is fully loaded, and the car is equipped with conventional AAR Spec. M-901 draft gear:

Longitudinal	7G
Transverse	3G
Vertical	3G

The longitudinal acceleration may be reduced to 3G where an approved design cushioning device which has been tested and demonstrated to limit body forces to 400,000 pounds maximum at 10 miles per hour is used between the coupler and tank structure. The suspension system shall be of an approved design and such that the inner container shall be thermally isolated from the outer shell to the best practicable extent.

(g) Stiffening rings: If used, stiffening rings shall be attached to the wall of the outer shell by means of fillet welds on each side of the ring. Outside stiffening ring attachment welds shall be continuous. Inside stiffening ring attachment welds may be continuous or intermittent. When intermittent fillet welds are used, the total length of welds on each side of the ring shall be not less than one-half of the outside circumference of the shell. Where continuous welds are used, a portion of the vacuum casing as wide as the widest part of the stiffening ring may be used in calculating the ring moment of inertia. Stiffening rings shall have a moment of inertia large enough to support an external pressure of 37.5 psi as determined by the following formula:

$$I = \frac{0.035 D^3 L P_c}{E}$$

where:

I = Moment of inertia of stiffener about centroidal axis parallel to vessel axis -- in. 4.

D=Outside diameter of shell __ inches.
L=One-half of the distance from the centerline of the stiffening ring to the next line of support on one side, plus one-half of the centerline distance to the next line of support, if any, on the other side of the stiffening ring, both measured parallel to the axis of the vessel __ inches. (A line of support is (1) a stiffening ring that meets the requirements of this paragraph, or (2) a circumferential line on a head at one-third the depth of the head from the head bend line.)
Pc=Critical collapsing pressure=37.5 lb./sq. in. minimum.
E=Modulus of elasticity of stiffener material __ lb./sq. in.

The cylindrical portion of the outer shell between stiffening rings shall be stiff enough to withstand an external pressure of 37.5 psi (critical collapsing pressure) as determined by the following formula:

$$Pc=\frac{2.60E\ (t/D)^{5/2}}{LD-0.45\ (t/D)^{1/2}}$$

where
Pc=Critical collapsing pressure=37.5 lb./sq. inch minimum.
E=Modulus of elasticity of shell material __ lb./sq. inch.
t=Minimum thickness of shell material __ inches.
D=Outside diameter of shell __ inches.
L=Distance between stiffening ring centers __ inches. The heads may be considered as stiffening rings located one-third of the head depth from the head bend line to the head dish.

(h) Annular space: The distance between the outside wall of the inner container and the inside wall of the outside shell shall be not less than 2 inches.

(i) Vacuum: The annular space between the inner container and outer shell shall be evacuated to an absolute pressure of 150 microns of mercury or less at not less than 60° F.

(j) Insulation: The annular space between the two shells shall contain an approved insulating material so installed as to insure against settling and the creation of voids in the insulation when the car is in service. The material shall not burn or spark when touched with a glowing platinum wire in an atmosphere of air or lading. The insulation must be such that the total heat transfer from the atmosphere at ambient temperature to the lading at atmospheric pressure will not vaporize more than 5.2 pounds of liquefied hydrogen per hour (1,000 cfh normal temperature pressure at 60° F.) when the car is stationary.

(k) Welding: Longitudinal and circumferential seams in the cylindrical portion of the outer shell shall be fusion welded by a process which investigation and laboratory tests by the Mechanical Division of the Association of American Railroads have proved will produce satisfactory results. Fusion welding to be performed by fabricators certified by the Association of American Railroads as certified to meet the requirements of this specification. All double-butt joints in the cylindrical portion of the outer shell must be fusion welded in accordance with the requirements of the AAR Welding Code, Appendix W. Circumferential joints joining the heads to the cylindrical portion of the outer shell shall be single-welded butt joints using a backing strip on the inside of the joint. If the interior of the vacuum casing is divided into compartments, the compartment heads shall be attached inside the shell by fillet welding.

(l) Radiography: All longitudinal and circumferential double-butt fusion-welded joints shall be examined throughout their entire length by the X-ray or Gamma-ray method of radiography. The standards of judgment for acceptability of welds examined by radiography shall be in accordance with paragraph W–10.74–1 of AAR Welding Code, Appendix W.

(m) Stress-relieving: Stress-relieving of the cylindrical portion of the outer shell, with all items to be secured to the shell by welding, welded in place, shall be in accordance with the requirements of paragraph W–15.01, of AAR Welding Code, Appendix W. The tank heads of each end of the shell need not be stress relieved. Welds securing supports for the inner suspension system to the outer shell need not be stress relieved.

(n) Tests of outer shell: Hydrostatic testing of outer shell is not a specification requirement.

§ 78.279–4 Piping-vacuum line, vapor vent line, loading and unloading line.

(a) The piping systems for vapor venting line and loading and unloading line shall be of materials having satisfactory physical properties when in contact with lading.

(b) Vacuum line: The outer shell shall be provided with a vacuum line for effective evacuation of the annular space between the outer shell and inner container, mounted in an accessible position within the housing described in § 78.279–7.

(c) Vapor vent line:

(1) The vapor vent line shall be of sufficient size to prevent excessive internal pressure in the inner container.

(2) The vapor line shall be provided with a manually operated shut-off valve located in the line and mounted in an accessible position within the housing described in § 78.279–7, and as close to the outer shell as possible.

(3) The vapor line shall terminate in a fitting with cover and shall be tight against the passage of vapor or liquid. Provisions shall be made so that accidental discharge of the vapor shall be accomplished in a safe and adequate manner without impinging on any metal structures of the outer shell, underframe, or trucks.

(4) A blowdown line shall also be provided, with a manually operated valve located in the line and mounted in an accessible position within the housing described in § 78.279–7, and as close to the outer shell as possible. The outlet from this valve shall be outside the control housing and positioned so that the discharge will not endanger operating or maintenance personnel, and directed upward.

(d) Loading and unloading line.

(1) A liquid phase line shall be provided for loading and unloading the inner container and a vapor trap shall be incorporated in the line. That portion of the line external to the outer shell shall be vacuum-jacketed.

(2) The liquid line shall be provided with a manually operated vacuum-jacketed shut-off valve located in the line and mounted in an accessible position within the housing described in § 78.279–7, and as close to the outer shell as possible.

(3) The liquid line shall terminate in a fitting with cover and shall be tight against the passage of vapor or liquid. Provisions shall be made so that accidental discharge of the liquid shall be accomplished in a safe and adequate manner without impinging on any metal structures of the outer shell, underframe, or trucks.

(e) Pressure building system: Not a specification requirement. If a pressure building system is provided for the purpose of pressurizing the vapor space of the inner container to facilitate unloading the liquid lading, the system shall be of approved design.

§ 78.279–5 Safety relief devices.

(a) The tank shall be provided with safety relief devices for the protection of the tank assembly and piping systems. All safety devices shall be installed in accessible locations and positioned so that discharge from these devices will not endanger operating or maintenance personnel or impinge on principal load bearing members of the outer shell, underframe or trucks. All safety device discharges shall be outside the control housing, and the safety devices shall have no vent or weep holes.

(b) Materials: Materials used in safety devices shall be suitable for use at minus 423 degrees Fahrenheit and resistant to corrosion caused by the lading in the liquid or vapor phase.

(c) Inner container: Safety devices for the inner container shall be attached to piping connected to the vapor phase of the inner container and mounted such as to remain in ambient temperature prior to operation. Additional requirements are as follows:

(1) *Frangible disc.* The inner container shall be equipped with a frangible disc without an intervening shut-off valve and designed to rupture at a pressure of not more than 45 psig. The frangible disc capacity shall be sufficient to limit the pressure within the inner container to 45 psig during all conditions of operation both normal and abnormal including loss of vacuum, fire, and upset. The discharge shall be directed upward.

(2) *Safety relief valve.* The inner container shall be equipped with a spring-loaded relief valve without an intervening shut-off valve and set to start-to-discharge at a pressure not greater than 30 psig. Safety relief valve capacity shall be sufficient to limit the pressure within the inner container to 36 psig even when the insulation space is filled with gaseous hydrogen at atmospheric pressure (no vacuum) and the outer casing is at 130 degrees Fahrenheit. The minimum size relief valve body shall be ¾ inch NPT. The discharge shall be directed upward.

(3) *Pressure control device.* The inner container shall be equipped with an approved device to prevent the discharge of a mixture exceeding 50 percent

of the lower flammable limit to the atmosphere under normal conditions of storage and transport of lading. This device shall be set to start-to-discharge at a pressure not greater than 17 psig and shall have sufficient capacity to limit the pressure within the inner container to 17 psig when the discharge is equal to twice the normal venting rate during transportation with normal vacuum and the outer casing at 130 degrees Fahrenheit.

(4) *Safety interlock.* Not a specification requirement. If a safety interlock is provided for the purpose of allowing transfer of the lading at a pressure higher than the pressure control device setting but less than the safety relief valve setting, the design shall be as follows: The safety interlock shall not affect the discharge path of the safety relief valve or frangible disc at any time. The safety interlock shall automatically provide an unrestricted discharge path for the pressure control device at all times except when the inner container is being pressurized through the vapor vent line shut-off for the transfer of lading. The safety interlock shall automatically prevent operation of the pressure control device only when the inner container is being pressurized through the vapor vent line shut-off valve for transfer of lading. Automatic operation shall be assured by an approved design mechanical interlock between the vapor vent line shut-off valve and a pressure control device shut-off valve.

(d) *Outer shell.* The outer shell shall be provided with a frangible disc designed to rupture at a pressure not exceeding 16 psig. The discharge capacity of the frangible disc shall be sufficient to vent pressure accumulating within the annular space. The frangible disc shall be designed to prevent distortion of the frangible disc when the annular space is evacuated.

(e) *Piping system.* Additional pressure relief valves shall be installed in each piping circuit where the system can be isolated by closing the shut-off valves so that a dangerous pressure can be built up. These relief valves shall be designed to open at a pressure sufficiently low to prevent damage to the component or system affected.

§ 78.279–6 Control valve and gauges.

(a) Control valves:

(1) Manually operated shut-off valves and control valves shall be provided wherever needed for control of the vapor phase pressure, vapor phase venting, liquid transfer and liquid flow rates.

(2) Control valves and shut-off valves shall be designed and constructed to provide positive shut-off, and to provide minimum resistance to flow when open. These valves shall be so constructed that packing glands and control handles are separated from the valve bodies by a sufficient length of corrosion-resistant material to reduce to a minimum the collection of frost on the control handles when low temperature gas or liquid is passing through or in contact with the valve parts.

(3) Control valves and shut-off valves shall be of approved design and fabricated from materials not adversely affected by extended periods of contact with the lading in the liquid or vapor phase, or moist air and water.

(4) Packing used in these valves shall be satisfactory for use in contact with the lading in the liquid or vapor phase and shall be of approved materials which will effectively seal the valve stem without causing difficulty of operation.

(5) Control valves and shut-off valves shall be so mounted and installed that they can be readily operated and their control handles will be readily accessible to the operator. These valves shall be so mounted that operation of the valves will not transmit excessive forces to the piping system.

(b) Instruments necessary to the effective and safe operation of the tank when transporting, transferring or storing the liquid commodities for which the car is designed shall be provided. These instruments shall be located within the housing prescribed in § 78.279–7 and shall include the following:

(1) *Liquid level gauge.* Connections shall be provided for a liquid level gauge of approved design to indicate the quantity of liquid commodity within the inner container. This gauge may be portable or securely mounted in a position where it will be readily visible to an operator during storage, transfer or filling operation. A fixed length dip tube shall also be provided at the level of the liquid when filled to the allowable filling density at 1 psig.

(2) *Vapor phase pressure gauge.* A vapor phase pressure gauge of approved design shall be provided to indicate the vapor pressure within the inner container. The gauges shall be securely mounted in a position within the housing prescribed in § 78.279–7 where it will be readily visible to an operator.

(3) *Vacuum gauge.* A vacuum gauge of approved design may be provided to indicate the absolute pressure within the annular space between the outer shell and the inner container. The gauge shall be securely mounted within the housing prescribed in § 78.279–7 where it will be readily visible. If a vacuum gauge is not provided, a connection for a portable vacuum gauge shall be provided, located as above.

§ 78.279–7 Control housing.

(a) A housing shall be provided for the purpose of containing and to provide protection for piping, control valves, shut-off valves, pressure relief valves and various gauges necessary to the safe operation of this car. A housing shall be designed to protect the enclosed components from direct solar radiation, rain, sleet, snow, mud, sand and other adverse environmental conditions. The control housing shall be of sufficient size to provide ready access to the enclosed components for operation, servicing, maintenance and repairs. Construction of the control housing shall be such that lading vapor concentration cannot build up to a dangerous level inside it in the event of valve leakage or safety device operation, and may incorporate access panels to facilitate inspection, servicing, maintenance, and repair. Access to the housing for operation of controls during transfer and filling operations shall be by means of doors which will provide unrestricted opening into the housing and an unobstructed view of the interior. The doors shall be equipped with sturdy latches and shall be readily operable by personnel wearing heavy gloves and shall include provisions for locking with padlocks. Approved means shall be provided to protect critical piping and controls from being rendered inoperable due to derailment or upset.

§ 78.279–8 Instrument panel and operating instructions.

(a) An instrument panel shall be provided within the housing prescribed in § 78.279–7 on which shall be securely mounted various gauges as prescribed in this specification. A plate of corrosion-resistance material bearing directions and precautionary instructions for the safe operation of this equipment during storage, transfer and filling operations shall be securely mounted so as to be readily visible to the operator. The instructions shall be clear, concise and adequate in description of the operations to be performed by the operator during storage, transfer and filling operations. These instructions shall include a diagram of the tank and its piping system, with the various control valves and safety devices clearly identified and located.

§ 78.279–9 Tank mounting.

(a) The manner in which the tank is supported on and securely attached to the car structure must be approved. For design requirements for anchorage, tank bands and bolster slabbing, see Section H, Car Structure of AAR Specifications for Tank Cars.

§ 78.279–10 Markings.

(a) Each tank must be marked certifying that the tank complies with all requirements of this specification. These marks must be as follows:

(1) ICC–113A60–W–2 in letters and figures at least ⅜ inch high stamped plainly and permanently into the metal near the center of the main head of the outer shell at the "B" end of car by the tank builder or the party assembling the complete tank unit. This mark must also be stencilled on the outer shell in letters and figures at least 2 inches high by the party assembling the complete car.

(2) Initials of the builder of the inner container, together with information as to the material used for the shell and heads of the inner container, shell thickness, head thickness and inside diameter of the inner container shall be stamped in letters and figures at least ⅜ inch high into the metal immediately below the marks specified in subparagraph (1) of this paragraph.

(3) Initials of builder of the outer shell in letters and figures at least ⅜ inch high stamped plainly and permanently into the metal immediately below the marks specified in subparagraph (2) of this paragraph.

(4) Date of original test of inner container and initials of party conducting the test in letters and figures at least ⅜ inch high plainly and permanently

stamped immediately below the marks specified in subparagraph (3) of this paragraph. Any marking, stenciling or stamping on the shell or heads of the inner container is prohibited. These markings must also be stenciled on the outer shell in letters and figures at least 2 inches high.

(5) Initials of company assembling the complete car in letters and figures at least ⅜ inch high plainly and permanently stamped immediately below the marks specified in subparagraph (4) of this paragraph. These marks must also be stenciled on the outer shell in letters and figures at least 2 inches high.

(6) In lieu of stamping required in subparagraphs (1), (2), (3), (4) and (5) of this paragraph, the markings specified by these paragraphs may be incorporated on a data plate of corrosion-resistant metal fillet welded in place on the main head of the outer shell of the "B" end of the car.

(7) Date on which the principal pressure relief valves were tested, pressure at which tested, place where tested and initials of party making test, shall be stenciled on the outer shell in letters and figures at least 1 inch high.

(8) Date on which the frangible disc was replaced in various bursting disc assemblies, identification of the manufacturer and type of bursting disc applied, rated rupture pressure of the bursting disc applied, and initials of the party making the replacement shall be stencilled on the outer shell in letters and figures 1 inch high.

(9) Tank cars of approved design built to this specification are authorized for the transportation of liquefied hydrogen only. The name of the commodity loaded into the inner container shall be indicated by stenciling the name of the commodity followed by the word "only" in letters at least 2 inches high on the outer shell.

§ 78.279–11 Reports.

(a) Before a tank car is placed in service, the party assembling the completed car must furnish to car owner, Bureau of Explosives, and the Secretary, Mechanical Division, Association of American Railroads, a report in approved form certifying that the tank and its equipment comply with all the requirements of this specification. In case of welded repairs to, alterations of or additions to tanks or equipment from original design and construction, all of which must be approved, there must be furnished to the same parties a report in detail of the welded repairs, alterations or additions made to each tank covered by a particular application, showing the initials and number of each tank involved.

Amend entire § 78.280–15 (21 F.R. 4587, June 26, 1956) (22 F.R. 7843, Oct. 3, 1957) to read as follows:

§ 78.280 Specification ICC–103–W; fusion-welded steel tanks to be mounted on or forming part of a car.

§ 78.280–15 Bottom outlets.

(a) The bottom outlet, when installed, must be made of metal not subject to rapid deterioration by the lading, be of approved design, and be provided with a liquid tight closure at the lower end.

(b) The valve and its operating mechanism may be applied to the interior or the outside bottom of the tank. The design must insure positive closure during transit.

(c) The bottom outlet nozzle of interior valves and the valve body of exterior valves, may be of cast, fabricated or forged metal. If welded to the tank, they must be of good weldable quality in conjunction with the metal of the tank.

(d) To provide for the attachment of unloading connection, the bottom of the main portion of the outlet nozzle, or valve body of exterior valves, or some fixed attachment thereto, must be provided with threaded cap closure arrangement or bolted flange closure arrangement having minimum 1 inch threaded pipe plug.

(e) For outlet nozzles that extend 6 inches or more from the shell of the tank, a "V" groove must be cut (not cast) in the upper part of the outlet nozzle at a point immediately below the lowest part of the valve to a depth that will leave the thickness of nozzle wall at root of the "V" not over ⅜ inch. The outlet nozzle on interior valves or the valve body on exterior valves may be steam jacketed, in which case the breakage groove or its equivalent must be below the steam chamber. Where the outlet nozzle is not a single piece, or when exterior valves are applied, arrangement must be made to provide the equivalent of a breakage groove.

(f) The flange on the outlet nozzle or the valve body of exterior valves must be of a thickness which will prevent distortion of the valve seat or valve by any change in contour of the shell resulting from expansion of the lading, or other causes, and which will insure that accidental breakage will occur at or below the "V" groove or its equivalent.

(g) The valve must have no wings or stem projecting below the "V" groove or its equivalent. The valve and seat must be readily accessible or removable for repairs, including grinding.

(h) The valve operating mechanism on interior valves must have means for compensating for variation in the vertical diameter of the tank produced by expansion, weight of liquid contents, or other causes, and may operate from the interior of the tank, but in the event the rod is carried through the dome or tank shell, leakage must be prevented by packing in a stuffing box or other suitable seals and a cap.

(i) In no case must the extreme projection of bottom outlet equipment extend to within 12 inches above top of rail. All bottom outlet reducers and closures and their attachments must be secured to car by at least a ⅜ inch chain or its equivalent, except that outlet closure plugs may be attached by ¼ inch chain. When the bottom outlet closure is of the combination cap and valve type, the pipe connection of the valve must be closed by a plug or cap.

Amend entire § 78.284–15 (21 F.R. 4598, June 26, 1956) (22 F.R. 7844, Oct. 3, 1957) to read as follows:

§ 78.284 Specification ICC–104–W; lagged fusion-welded steel tanks to be mounted on or forming part of a car.

§ 78.284–15 Bottom outlets.

(a) The bottom outlet, when installed, must be made of metal not subject to rapid deterioration by the lading, be of approved design, and be provided with a liquid tight closure at the lower end.

(b) The valve and its operating mechanism may be applied to the interior or the outside bottom of the tank. The design must insure positive closure during transit.

(c) The bottom outlet nozzle of interior valves and the valve body of exterior valves, may be of cast, fabricated or forged metal. If welded to the tank, they must be of good weldable quality in conjunction with the metal of the tank.

(d) To provide for the attachment of unloading connections, the bottom of the main portion of the outlet nozzle, or valve body of exterior valves, or some fixed attachment thereto, must be provided with threaded cap closure arrangement or bolted flange closure arrangement having minimum 1 inch threaded pipe plug.

(e) For outlet nozzles that extend 6 inches or more from the shell of the tank, a "V" groove must be cut (not cast) in the upper part of the outlet nozzle at a point immediately below the lowest part of the valve to a depth that will leave the thickness of nozzle wall at root of the "V" not over ⅜ inch. The outlet nozzle on interior valves or the valve body on exterior valves may be steam jacketed, in which case the breakage groove or its equivalent must be below the steam chamber. Where the outlet nozzle is not a single piece, or when exterior valves are applied, arrangement must be made to provide the equivalent of a breakage groove.

(f) The flange on the outlet noozle or the valve body of exterior valves must be of a thickness which will prevent distortion of the valve seat or valve by any change in contour of the shell resulting from expansion of the lading, or other causes, and which will insure that accidental breakage will occur at or below the "V" groove or its equivalent.

(g) The valve must have no wings or stem projecting below the "V" groove or its equivalent. The valve and seat must be readily accessible or removable for repairs, including grinding.

(h) The valve operating mechanism on interior valves must have means for compensating for variation in the vertical diameter of the tank produced by expansion, weight of liquid contents, or other causes, and may operate from the interior of the tank, but in the event the rod is carried through the dome or tank shell, leakage must be prevented by packing in a stuffing box or other suitable seals and a cap.

(i) In no case must the extreme projection of bottom outlet equipment extend to within 12 inches above top of rail. All bottom outlet reducers and closures and their attachments must be secured to car by at least a ⅜ inch chain or its equivalent, except that outlet closure plugs may be attached by ¼ inch chain. When the bottom outlet closure is of the combination cap and valve type, the pipe connection of the valve must be closed by plug or cap.

Amend entire § 78.291–14 (21 F.R. 4607, June 26, 1956) (22 F.R. 7844, Oct. 3, 1957) to read as follows:

§ 78.291 Specification ICC–103AL–W; fusion-welded aluminum tanks to be mounted on or forming part of a car.

§ 78.291–14 Bottom outlets.

(a) The bottom outlet, when installed, must be made of metal not subject to rapid deterioration by the lading, be of approved design, and be provided with a liquid tight closure at the lower end.

(b) The valve and its operating mechanism may be applied to the interior or the outside bottom of the tank. The design must insure positive closure during transit.

(c) The bottom outlet nozzle of interior valves and the valve body of exterior valves, may be of cast, fabricated or forged metal. If welded to the tank, they must be of good weldable quality in conjunction with the metal of the tank.

(d) To provide for the attachment of unloading connections, the bottom of the main portion of the outlet nozzle, or valve body of exterior valves, or some fixed attachment thereto, must be provided with threaded cap closure arrangement or bolted flange closure arrangement having minimum 1 inch threaded pipe plug.

(e) For outlet nozzles that extend 6 inches or more from the shell of the tank, a "V" groove must be cut (not cast) in the upper part of the outlet nozzle at a point immediately below the lowest part of the valve to a depth that will leave the thickness of nozzle wall at root of the "V" not over ⅜ inch. The outlet nozzle on interior valves or the valve body on exterior valves may be steam jacketed, in which case the breakage grove or its equivalent must be below the steam chamber. Where the outlet nozzle is not a single piece, or when exterior valves are applied, arrangement must be made to provide the equivalent of a breakage groove.

(f) The flange on the outlet nozzle or the valve body of exterior valves must be of a thickness which will prevent distortion of the valve seat or valve by any change in contour of the shell resulting from expansion of the lading, or other causes, and which will insure that accidental breakage will occur at or below the "V" groove or its equivalent.

(g) The valve must have no wings or stem projecting below the "V" groove or its equivalent. The valve and seat must be readily accessible or removable for repairs, including grinding.

(h) The valve operating mechanism on interior valves must have means for compensating for variation in the vertical diameter of the tank produced by expansion, weight of liquid contents, or other causes, and may operate from the interior of the tank, but in the event the rod is carried through the dome or tank shell, leakage must be prevented by packing in a stuffing box or other suitable seals and a cap.

(i) In no case must the extreme projection of bottom outlet equipment extend to within 12 inches above top of rail. All bottom outlet reducers and closures and their attachments must be secured to car by at least a ⅜ inch chain or its equivalent, except that outlet closure plugs may be attached by ¼ inch chain. When the bottom outlet closure is of the combination cap and valve type, the pipe connection of the valve must be closed by a plug or cap.

Amend entire § 78.297–14 (21 F.R. 4620, June 26, 1956) (22 F.R. 7847, Oct. 3, 1957) to read as follows:

§ 78.297 Specification ICC–103D–W; fusion-welded alloy steel tanks to be mounted on or forming part of a car.

§ 78.297–14 Bottom outlets.

(a) The bottom outlet, when installed must be made of metal not subject to rapid deterioration by the lading, be of approved design, and be provided with a liquid tight closure at the lower end.

(b) The valve and its operating mechanism may be applied to the interior or the outside bottom of the tank. The design must insure positive closure during transit.

(c) The bottom outlet nozzle of interior valves and the valve body of exterior valves, may be of cast, fabricated or forged metal. If welded to the tank, they must be of good weldable quality in conjunction with the metal of the tank.

(d) To provide for the attachment of unloading connection, the bottom of the main portion of the outlet nozzle, or valve body of exterior valves, or some fixed attachment thereto, must be provided with threaded cap closure arrangement or bolted flange closure arrangement having minimum 1 inch threaded pipe plug.

(e) For outlet nozzles that extend 6 inches or more from the shell of the tank, a "V" groove must be cut (not cast) in the upper part of the outlet nozzle at a point immediately below the lowest part of the valve to a depth that will leave the thickness of nozzle wall at root of the "V" not over ⅜ inch. The outlet nozzle on interior valves or the valve body on exterior valves may be steam jacketed, in which case the breakage groove or its equivalent must be below the steam chamber. Where the outlet nozzle is not a single piece, or when exterior valves are applied, arrangement must be made to provide the equivalent of a breakage groove.

(f) The flange on the outlet nozzle or the valve body of exterior valves must be of a thickness which will prevent distortion of the valve seat or valve by any change in contour of the shell resulting from the expansion of the lading, or other causes, and which will insure that accidental breakage will occur at or below the "V" groove or its equivalent.

(g) The valve must have no wings or stem projecting below the "V" groove or its equivalent. The valve and seat must be readily accessible or removable for repairs, including grinding.

(h) The valve operating mechanism on interior valves must have means for compensating for variation in the vertical diameter of the tank produced by expansion, weight of liquid contents, or other causes, and may operate from the interior of the tank, but in the event the rod is carried through the dome or tank shell, leakage must be prevented by packing in a stuffing box or other suitable seals and a cap.

(i) In no case must the extreme projection of bottom outlet equipment extend to within 12 inches above top of rail. All bottom outlet reducers and closures and their attachments must be secured to car by at least a ⅜ inch chain or its equivalent, except that outlet closure plugs may be attached by ¼ inch chain. When the bottom outlet closure is of the combination cap and valve type, the pipe connection of the valve must be closed by a plug or cap.

Amend entire § 78.303–16 (22 F.R. 4801, July 9, 1957) (22 F.R. 7847, Oct. 3, 1957) to read as follows:

§ 78.303 Specification ICC–111A100–W–1; fusion-welded steel tanks, or ICC–111A100–F–1, forge-welded steel tanks fabricated by conversion from existing ICC–105A300, 400, or 500 series tanks to be mounted on or forming part of a car.

§ 78.303–16 Bottom outlets.

(a) The bottom outlet, when installed, must be made of metal not subject to rapid deterioration by the lading, be of approved design, and be provided with a liquid tight closure at the lower end.

(b) The valve and its operating mechanism may be applied to the interior or the outside bottom of the tank. The design must insure positive closure during transit.

(c) The bottom outlet nozzle of interior valves and the valve body of exterior valves, may be of cast, fabricated or forged metal. If welded to the tank, they must be of good weldable quality in conjunction with the metal of the tank.

(d) To provide for the attachment of unloading connections, the bottom of the main portion of the outlet nozzle, or valve body of exterior valves, or some fixed attachment thereto, must be provided with threaded cap closure arrangement or bolted flange closure arrangement having minimum 1 inch threaded pipe plug.

(e) For outlet nozzles that extend 6 inches or more from the shell of the tank, a "V" groove must be cut (not cast) in the upper part of the outlet nozzle at a point immediately below the lowest part of the valve to a depth that will leave the thickness of nozzle wall at root of the "V" not over ⅜ inch. The outlet nozzle on interior valves or the valve body on exterior valves may be steam jacketed, in which case the breakage groove or its equivalent must be below the steam chamber. Where the outlet nozzle is not a single piece, or when exterior valves are applied, arrangement must be made to provide the equivalent of a breakage groove.

(f) The flange on the outlet nozzle or the valve body of exterior valves must be of a thickness which will prevent distortion of the valve seat or valve by any change in contour of the shell resulting from expansion of the lading, or other causes, and which will insure that accidental breakage will occur at or below the "V" groove or its equivalent.

(g) The valve must have no wings or stem projecting below the "V" groove or its equivalent. The valve and seat must be readily accessible or removable for repairs, including grinding.

(h) The valve operating mechanism on interior valves must have means for compensating for variation in the vertical diameter of the tank produced by expansion, weight of liquid contents, or other causes, and may operate from the interior of the tank, but in the event the rod is carried through the dome or tank shell, leakage must be prevented by packing in a stuffing box or other suitable seals and a cap.

(i) In no case must the extreme projection of bottom outlet equipment extend to within 12 inches above top of rail. All bottom outlet reducers and closures and their attachments must be secured to car by at least a ⅜ inch chain or its equivalent, except that outlet closure plugs may be attached by ¼ inch chain. When the bottom outlet closure is of the combination cap and valve type, the pipe connection of the valve must be closed by a plug or cap.

In § 78.304 amend the heading and paragraph (a); in § 78.304–15 amend paragraph (a) (22 F.R. 4802, 4803, July 9, 1957) to read as follows:

§ 78.304 Specification ICC–111A100–W–2; fusion-welded steel tanks, or ICC–111A100–F–2 forge-welded steel tanks fabricated by conversion from existing ICC–105A300, 400, 500 or ARA–V series tanks to be mounted on or forming part of a car.

(a) Wherever the word "approved" is used in this specification, it means approval by the Association of American Railroads Committee on Tank Cars as prescribed in § 78.259 *Applications for approval*.

* * * * *

§ 78.304–15 Closures for manway.

(a) The manway cover must be of bolted type, bolted and hinged type, or other approved types, and designed to provide a secure closure of the manway.

* * * * *

Amend entire § 78.305–16 (22 F.R. 4805, July 9, 1957) (22 F.R. 7847, Oct. 3, 1957) to read as follows:

§ 78.305 Specification ICC–111A100–W–3; fusion-welded steel tanks to be mounted on or forming part of a car.

§ 78.305–16 Bottom outlets.

(a) The bottom outlet, when installed, must be made of metal not subject to rapid deterioration by the lading, be of approved design, and be provided with a liquid tight closure at the lower end.

(b) The valve and its operating mechanism may be applied to the interior or the outside bottom of the tank. The design must insure positive closure during transit.

(c) The bottom outlet nozzle of interior valves and the valve body of exterior valves, may be of cast, fabricated or forged metal. If welded to the tank, they must be of good weldable quality in conjunction with the metal of the tank.

(d) To provide for the attachment of unloading connections, the bottom of the main portion of the outlet nozzle, or valve body of exterior valves, or some fixed attachment thereto, must be provided with threaded cap closure arrangement or bolted flange closure arrangement having minimum 1 inch threaded pipe plug.

(e) For outlet nozzles that extend 6 inches or more from the shell of the tank, a "V" groove must be cut (not cast) in the upper part of the outlet nozzle at a point immediately below the lowest part of the valve to a depth that will leave the thickness of nozzle wall at root of the "V" not over ⅜ inch. The outlet nozzle on interior valves or the valve body on exterior valves may be steam jacketed, in which case the breakage groove or its equivalent must be below the steam chamber. Where the outlet nozzle is not a single piece, or when exterior valves are applied, arrangement must be made to provide the equivalent of a breakage groove.

(f) The flange on the outlet nozzle or the valve body of exterior valves must be of a thickness which will prevent distortion of the valve seat or valve by any change in contour of the shell resulting from expansion of the lading, or other causes, and which will insure that accidental breakage will occur at or below the "V" groove or its equivalent.

(g) The valve must have no wings or stem projecting below the "V" groove or its equivalent. The valve and seat must be readily accessible or removable for repairs, including grinding.

(h) The valve operating mechanism on interior valves must have means for compensating for variation in the vertical diameter of the tank produced by expansion, weight of liquid contents, or other causes, and may operate from the interior of the tank, but in the event the rod is carried through the dome or tank shell, leakage must be prevented by packing in a stuffing box or other suitable seals and a cap.

(i) In no case must the extreme projection of bottom outlet equipment extend to within 12 inches above top of rail. All bottom outlet reducers and closures and their attachments must be secured to car by at least a ⅜ inch chain or its equivalent except that outlet closure plugs may be attached by ¼ inch chain. When the bottom outlet closure is of the combination cap and valve type, the pipe connection of the valve must be closed by a plug or cap.

Amend entire § 78.310–16 (24 F.R. 3605, May 5, 1959) to read as follows:

§ 78.310 Specification ICC–111A60AL–W; fusion-welded aluminum tanks to be mounted on or forming part of a car.

§ 78.310–16 Bottom outlets.

(a) The bottom outlet, when installed, must be made of metal not subject to rapid deterioration by the lading, be of approved design, and be provided with a liquid tight closure at the lower end.

(b) The valve and its operating mechanism may be applied to the interior or the outside bottom of the tank. The design must insure positive closure during transit.

(c) The bottom outlet nozzle of interior valves and the valve body of exterior valves, may be of cast, fabricated or forged metal. If welded to the tank, they must be of good weldable quality in conjunction with the metal of the tank.

(d) To provide for the attachment of unloading connections, the bottom of the main portion of the outlet nozzle, or valve body of exterior valves, or some fixed attachment thereto, must be provided with threaded cap closure arrangement or bolted flange closure arrangement having minimum 1 inch threaded pipe plug.

(e) For outlet nozzles that extend 6 inches or more from the shell of the tank, a "V" groove must be cut (not cast) in the upper part of the outlet nozzle at a point immediately below the lowest part of the valve to a depth that will leave the thickness of nozzle wall at root of the "V" not over ⅜ inch. The outlet nozzle on interior valves or the valve body on exterior valves may be steam jacketed, in which case the breakage groove or its equivalent must be below the steam chamber. Where the outlet nozzle is not a single piece, or when exterior valves are applied, arrangement must be made to provide the equivalent of a breakage groove.

(f) The flange on the outlet nozzle or the valve body of exterior valves must be of a thickness which will prevent distortion of the valve seat or valve by any change in contour of the shell resulting from expansion of the lading, or other causes, and which will insure that accidental breakage will occur at or below the "V" groove or its equivalent.

(g) The valve must have no wings or stem projecting below the "V" groove or its equivalent. The valve and seat must be readily accessible or removable for repairs, including grinding.

(h) The valve operating mechanism on interior valves must have means for compensating for variation in the vertical diameter of the tank produced by expansion, weight of liquid contents, or other causes, and may operate from the interior of the tank, but in the event the rod is carried through the dome or tank shell, leakage must be prevented by packing in a stuffing box or other suitable seals and a cap.

(i) In no case must the extreme projection of bottom outlet equipment extend to within 12 inches above top of rail. All bottom outlet reducers and closures and their attachments must be secured to car by at least a ⅜ inch chain or its equivalent, except that outlet closure plugs may be attached by ¼ inch chain. When the bottom outlet closure is of the combination cap and valve type, the pipe connection of the valve must be closed by a plug or cap.

Amend entire § 78.311-16 (24 F.R. 3608, May 5, 1959) to read as follows:

§ 78.311 Specification ICC-111A100-W-6; fusion-welded alloy steel tanks to be mounted on or forming part of a car.

§ 78.311-16 Bottom outlets.

(a) The bottom outlet, when installed, must be made of metal not subject to rapid deterioration by the lading, be of approved design, and be provided with a liquid tight closure at the lower end.

(b) The valve and its operating mechanism may be applied to the interior or the outside bottom of the tank. The design must insure positive closure during transit.

(c) The bottom outlet nozzle of interior valves and the valve body of exterior valves, may be of cast, fabricated or forged metal. If welded to the tank, they must be of good weldable quality in conjunction with the metal of the tank.

(d) To provide for the attachment of unloading connections, the bottom of the main portion of the outlet nozzle, or valve body of exterior valves, or some fixed attachment thereto, must be provided with threaded cap closure arrangement or bolted flange closure arrangement having minimum 1 inch threaded pipe plug.

(e) For outlet nozzles that extend 6 inches or more from the shell of the tank, a "V" groove must be cut (not cast) in the upper part of the outlet nozzle at a point immediately below the lowest part of the valve to a depth that will leave the thickness of nozzle wall at root of the "V" not over ⅜ inch. The outlet nozzle on interior valves or the valve body on exterior valves may be steam jacketed, in which case the breakage groove or its equivalent must be below the steam chamber. Where the outlet nozzle is not a single piece, or when exterior valves are applied, arrangement must be made to provide the equivalent of a breakage groove.

(f) The flange on the outlet nozzle or the valve body of exterior valves must be of a thickness which will prevent distortion of the valve seat or valve by any change in contour of the shell resulting from expansion of the lading, or other causes, and which will insure that accidental breakage will occur at or below the "V" groove or its equivalent.

(g) The valve must have no wings or stem projecting below the "V" groove or its equivalent. The valve and seat must be readily accessible or removable for repairs, including grinding.

(h) The valve operating mechanism on interior valves must have means for compensating for variation in the vertical diameter of the tank produced by expansion, weight of liquid contents, or other causes, and may operate from the interior of the tank, but in the event the rod is carried through the dome or tank shell, leakage must be prevented by packing in a stuffing box or other suitable seals and a cap.

(i) In no case must the extreme projection of bottom outlet equipment extend to within 12 inches above top of rail. All bottom outlet reducers and closures and their attachments must be secured to car by at least a ⅜ inch chain or its equivalent, except that outlet closure plugs may be attached by ¼ inch chain. When the bottom outlet closure is of the combination cap and valve type, the pipe connection of the valve must be closed by a plug or cap.

Section, Paragraph, Reason for Amendment

72.5(a) Commodity List—Provides additions and amendments to keep Commodity List on a current basis.

73.22(j)—To authorize the continued use of specs. 42B and 42D aluminum drums having rolling hoops attached by tack-welding.

73.22(k)—To authorize the continued use of specs. 5B, 6J, and 37A metal drums having inside polyethylene container, that have been superseded by specs. 6D and 37M for certain commodities.

73.32(o)—To authorize use of suitable insulation on portable tanks without restriction to thickness.

73.34(j)(3)—To require retention of cylinder retest records for a specified period.

73.34(k)(12)—To authorize visual inspection, in lieu of hydrostatic retest, of certain cylinders used exclusively for liquefied hydrocarbon gas, and inhibited butadiene.

73.34(k)(14)—To provide for the application of retest dates to ICC-3HT cylinders.

73.34(k)(16)—To authorize the decennial retest of certain cylinders used exclusively for methyl bromide and methyl bromide mixtures in lieu of the quinquennial retest.

73.51(h)—To prohibit shipment of certain plastic devices having explosive content exceeding 12 grains each in weight or which on functioning are liable to project or disperse metal, glass or brittle plastic fragments.

73.93(e)(2)—New spec. 6D steel overpack replaces spec. 6J steel drum having inside polyethylene container for propellant explosives (liquid), class B.

73.100(r)—To prohibit any device or component of the device classed as common fireworks from projecting or dispersing any metal, glass or brittle plastic fragments upon functioning.

73.100(ee)—To define starter cartridges, jet engine, class C explosives.

73.101(a)—To authorize the packaging of certain blank cartridges in bulk in fiberboard boxes.

73.102 (a), (a)(2), (b)—To provide for the transportation of starter cartridges, jet engine, class C explosives.

73.118 (a), (b), (c)—To simplify the exemptions from specification packaging, marking and labeling requirements for flammable liquids.

73.119(a)(24)—Reason for § 73.93(e)(2) applies also to shipments of flammable liquids, n.o.s.

73.119(b)(8)—New specs. 6D and 37M steel overpacks replace specs. 6J and 37A steel drums having inside polyethylene container for flammable liquids with flash point above 20° F. to 80° F.

73.119(m)(4)—To authorize shipment of flammable liquids which are also oxidizing materials or corrosive liquids in drums or barrels having capacity of not over 16 gallons each.

73.121(a)(7)—To authorize the transportation of carbon bisulfide in MC 310 and MC 311 tank motor vehicles.

73.123(a)(5)—To authorize the transportation of ethyl chloride in spec. 112A400-W tank cars.

73.125(a)(5)—Reason for § 73.93(e)(2) applies also to shipments of alcohol.

73.125(a)(7)—New spec. 12P fiberboard box is substituted for spec. 12B fiberboard box as a universal specification for inside spec. 2U polyethylene container, for shipments of alcohol.

73.153 (a), (c)—Reason for § 73.118 applies also to flammable solids and oxidizing materials.

73.164(a)(5)—To authorize spec. 12B fiberboard boxes with metal inside containers for chromic acid.

73.188(a)(6)—To authorize spec. 12A fiberboard boxes with inside glass bottles for phosphoric anhydride.

73.221(a)(7)—New specs. 6D and 37M steel overpacks replace specs. 5B, 6J, and 37A steel drums having inside polyethylene container for certain liquid organic peroxides.

73.221(a)(9)—Reason for § 73.125(a)(7) applies also to shipments of certain liquid organic peroxides.

73.223(a)(5)—To authorize new spec. 37M steel overpack for peracetic acid.

73.238, entire section—To provide for the transportation of aircraft rocket engines (commercial) classed as a flammable solid.

73.239(a)—To provide packaging requirements for the transportation of barium azide, wet.

73.244 (a), (c)—Reason for § 73.118 applies also to acids and other corrosive liquids.

73.245(a)(16)—Reason for § 73.221(a)(7) applies also to shipments of acids or other corrosive liquids, n.o.s.

73.245(a)(21)—Reason for § 73.125(a)(7) applies also to shipments of acids or other corrosive liquids, n.o.s.

73.247(a)(13)—To authorize the transportation of certain chlorides, in spec. 111A100-F-2 tank cars.

73.247(a)(14)—To authorize the transportation of titanium tetrachloride, anhydrous in spec. 111A100-F-2 tank cars.

73.255(a)(5)—To authorize the transportation of dimethyl sulfate in MC 310 and MC 311 tank motor vehicles.

73.257(a)(13)—Reason for § 73.221(a)(7) applies also to shipments of electrolyte (acid) or corrosive battery fluid.

73.260(b)(3)—To provide an additional package for small wet storage batteries.

73.262 (a)(10), (b)(2)—Reason for § 73.93 (e)(2) applies also to shipments of hydrobromic acid.

73.263 (a)(17), (a)(20)—Reason for § 73.221 (a)(7) applies also to shipments of hydrochloric acid.

73.263(a)(23)—Reason for § 73.125(a)(7) applies also to shipments of hydrochloric acid.

73.264(a) (17), (18)—Reason for § 73.221(a) (7) applies also to shipments of hydrofluoric acid.

73.265(d)(3)—New specs. 6D and 37M steel overpacks replace specs. 6J and 37A steel drums having inside polyethylene container for hydrofluosilicic acid.

73.266(b)(6)—Reason for § 73.265(d)(3) applies also to shipments of hydrogen peroxide.

73.271(a)(17)—To authorize spec. 5M monel drums for phosphorous oxybromide, phosphorous oxychloride, etc.

73.272(f) (3), (6)—Reason for § 73.221(a)(7) applies also to shipments of sulfuric acid.

73.272(f)(8)—Reason for § 73.125(a)(7) applies also to shipments of sulfuric acid.

73.272(h)(3)—To clarify that oleum may be transported in the tank cars prescribed but that the lead discs of safety vents on oleum tank cars must not incorporate the ⅛ inch breather hole.

73.276(a)(4)—To properly identify the types of steels required in construction of spec. 103C-W tank cars used for anhydrous hydrazine, and hydrazine solution.

73.277(a)(4)—Reason for § 73.93(e)(2) applies also to shipments of hypochlorite solutions.

73.277(a)(5)—Reason for § 73.125(a)(7) applies also to shipments of hypochlorite solutions.

73.301(b)—To show "thiophane" instead of "thiophene" as an odorant for liquefied petroleum gas.

73.313(a)—To provide for the transportation of refrigerating units having increased gas capacities.

73.313(b)—To clarify the requirements appliable to hydraulic accumulators.

73.314(a), table—To authorize the transportation of butadiene, inhibited, and vinyl chloride in spec. 112A400–W tank cars.

73.314(a), note 3(c)—To provide specific gravities and filling densities for butadiene, inhibited.

73.345 (a), (b)—Reason for § 73.118 applies also to poisonous liquids, class B.

73.346(a)(20)—New spec. 6D steel overpack replaces specs. 6J and 5B steel drums having inside polyethylene container for poisonous liquids, class B, n.o.s.

73.346(a)(24)—Reason for § 73.125(a)(7) applies also to shipments of poisonous liquids, class B, n.o.s.

73.348(a)(3)—To authorize specs. 12A and 12B fiberboard boxes with inside polyethylene bottles for arsenic acid, liquid.

73.354(a)—To provide for other equally efficient stabilizers used in motor fuel antiknock compound.

73.359(a)(11)—To clarify the inside packaging requirements for shipments of hexaethyl tetraphosphate mixtures and similar poisonous liquids, class B, in spec. 12B fiberboard boxes.

74.532(c)—To permit the use of "floating load" methods, acceptable to the Bureau of Explosives, for loading and staying dangerous articles in cars.

74.551(a)—To indicate that this placard is not to be applied to tank cars containing poison gas.

74.589 (h)(9), (j)(9), (j)(10), (k)(1) (ix) and (x)—To permit the placement of cars placarded "EXPLOSIVES" or "DANGEROUS" next to cars equipped with automatic heating or refrigerating apparatus; or next to flat cars with truck bodies or trailers so equipped, under certain conditions.

78.36–4(a)—Qualifies the inspection requirements for spec. 3A cylinders.

78.37–4(a)—Qualifies the inspection requirements for spec. 3AA cylinders.

78.51–20(a), table—To cite the current ASTM standard applicable to grain size of steel in spec. 4BA cylinders.

78.57–2 (b), (c); 78.57–9(c); 78.57–17(a), (b), (d), (1) and (2); 78.57–20(a); 78.57–22(a)—To incorporate design advancements in ICC–4L cylinder specification for liquefied gases.

78.59–4(a), Note—The provisions of the Note are no longer used.

78.59–9(a)—To make heat treatment requirements of ICC–8 cylinder specification consistent with other similar cylinder specifications.

78.60–4(a), table—To cite the current ASTM standard applicable to grain size of steel in spec. 4BA cylinders.

78.82–7(a); 78.82–15(a)—To rescind the exceptions to recognized and accepted standard ICC–5B steel drum specification that accommodated an inside polyethylene container which composite package is now replaced by new spec. 6D cylindrical steel overpack.

78.100–5(a); 78.100–7(b), Note 2; 78.100–12(a)—Reason for § 78.82 subsections applies also to ICC–6J steel drum specification.

78.102, entire section—To provide for construction of new ICC–6D cylindrical steel overpack to be used only with inside polyethylene container.

78.131–6(a), 78.131–12—To rescind the exceptions to recognized and accepted standard ICC–37A steel drum specification that accommodated an inside polyethylene container which composite package is now replaced by new spec. 37M cylindrical steel overpack.

78.131–7(a); 78.131–11(b)—To eliminate use of crepe paper disc in closure of spec. 37A steel drums for test purposes; to specify mesh size of dry powdered material used as test material.

78.134, entire section—To provide for construction of new spec. 37M cylindrical steel overpack to be used only with inside polyethylene container.

78.211, entire section—To provide for construction of new spec. 12P fiberboard box to be used as overpack for inside polyethylene container.

78.214–8(a); 78.214–15(b)—To remove the requirement for lining tubes in spec. 23F fiberboard boxes when certain high explosives are packaged in inside containers made of metal.

78.224–2(d)—Clarifies the test requirements for spec. 21C fiber drums.

78.268, entire section—To provide for the construction of new spec. 111A60–W–1 fusion welded steel tank cars; to provide for spec. 111A60–F–1 forge welded steel tanks fabricated by conversion from existing ICC–105A300, 400 or 500 series tanks.

78.271, entire section—To provide for the construction of new spec. 112A200–W fusion welded steel tank cars.

78.272, entire section—To provide for the construction of new spec. 112A340–W fusion welded steel tank cars.

78.279, entire section—To provide for the construction of new spec. 113A60–W–2 fusion welded metal tank cars.

78.280–15—To provide for the use of bottom operated ball type valves on spec. 103–W tank cars.

78.284–15—To provide for the use of bottom operated ball type valves on spec. 104–W tank cars.

78.291–14—To provide for the use of bottom operated ball type valves on spec. 103AL–W tank cars.

78.297–14—To provide for the use of bottom operated ball type valves on spec. 103D–W tank cars.

78.303–16—To provide for the use of bottom operated ball type valves on spec. 111A100–W–1 tank cars.

78.304, heading—To provide for spec. 111A100–F–2 forge welded steel tanks fabricated by conversion from ICC–105A300, 400 or 500 series tanks.

78.304–15(a)—To provide for the other approved types of manway covers on spec. 111A100–W–2 tank cars.

78.305–16—To provide for use of bottom operated ball type valves on spec. 111A100–W–3 tank cars.

78.310–16—To provide for use of bottom operated ball type valves on spec. 111A60–AL–W tank cars.

78.311–16—To provide for use of bottom operated ball type valves on spec. 111A100–W–6 tank cars.

[F.R. Doc. 62–9326; Filed, Sept. 19, 1962; 8:45 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Classification No. 40]

ALASKA

Small Tract Classification; Cancellation

SEPTEMBER 11, 1962.

1. Pursuant to the authority redelegated to me from Bureau Order No. 684, dated August 28, 1961 (26 F.R. 6215), as amended, by the Alaska State Director in section 2(c) of a memorandum dated December 1, 1961, and effective immediately, Federal Register Document 51-5329 is hereby cancelled in its entirety as it concerns the following described lands:

SEWARD MERIDIAN

T. 5 N., R. 10 W.,
  Sec. 33: Lots 2, 4.

2. The land has been patented.

ROBERT J. COFFMAN,
Chief, Division of Lands and Minerals Management.

[F.R. Doc. 62-9369; Filed, Sept. 19, 1962; 8:47 a.m.]

ALASKA

Notice of Proposed Withdrawal and Reservation of Land; Amendment

SEPTEMBER 14, 1962.

Notice of the proposed withdrawal and reservation of land for the Fish and Wildlife Service (F-028609) in the Fairbanks Land District, Alaska, was published in the FEDERAL REGISTER on June 27, 1962, Volume 27, Number 124, Page 6050.

In compliance with a request by the Fish and Wildlife Service to enlarge the proposed withdrawal, the description is hereby amended to read as follows:

BETHEL, ALASKA

Being a parcel of land about 1.4 miles southwest of the village of Bethel; and more particularly described as:

Beginning at Corner 1, a point, marked by an iron pin, 60 feet southerly of, and measured at right angles from the centerline of the gravel road leading from the village of Bethel to the FAA airstrip, from which point BLM monument marked "S 3729 WP/1959" bears N. 54.46′ W. approximately 43.45 chains distant; thence South approximately 9.99 chains to an iron pipeline marker; thence South approximately 8.03 chains to Corner 2; thence East approximately 7.575 chains to Corner 3; thence North approximately 17.593 chains to Corner 4; thence westerly with a line 60 feet southerly of, and measured at right angles from the above mentioned gravel road; with the meanders thereof approximately 7.595 chains to the place of beginning.

Containing approximately 13.54 acres.

ROBERT J. COFFMAN,
Chief, Division of Lands and Minerals Management.

[F.R. Doc. 62-9370, Filed, Sept. 19, 1962; 8:47 a.m.]

COLORADO

Notice of Proposed Withdrawal and Reservation of Lands

SEPTEMBER 13, 1962.

The Forest Service of the United States Department of Agriculture has filed an application, Serial Number Colorado 066611 for the withdrawal of the lands described below from location and entry under the General Mining Laws, subject to existing valid claims.

The applicant desires the land for use as campgrounds, recreation areas, overlooks, rest stops, a lookout site, and an administration site located in the Pike and San Juan National Forests.

For a period of thirty days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Colorado State Office, Gas and Electric Building, 910 15th Street, Denver 2, Colorado.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

SIXTH PRINCIPAL MERIDIAN, COLORADO

PIKE NATIONAL FOREST

Corbin Gulch Administrative Site

T. 7 S., R. 72 W.,
  Sec. 32, W½SW¼NE¼, E½SE¼NW¼, SW¼SE¼NW¼.
    Total area 50 acres.

Two Forks Recreation Area

T. 7 S., R. 70 W.,
  Sec. 26, SW¼SE¼, N½SW¼, NW¼NW¼, S½NW¼, Lots 1, 4, 5, 7, and 8;
  Sec. 27, NE¼NE¼;
  Sec. 35, N½N½NE¼, S½SE¼.
    Total area 502.92 acres.

NEW MEXICO PRINCIPAL MERIDIAN, COLORADO

SAN JUAN NATIONAL FOREST

Teal Picnic Ground

T. 38 N., R. 3 W.,
  Sec. 19, Lots 1 and 4, W½NE¼.
    Total area 160 acres.

First Fork Campground Addition

T. 36 N., R. 4 W.,
  Sec. 28, SW¼SW¼;
  Sec. 33, S½NW¼NE¼, S½NE¼NW¼.
    Total area 80 acres.

Andrews Lake Campground

T. 40 N., R. 8 W.,
  Sec. 13, SW¼NW¼SW¼, NW¼SW¼SW¼.
    Total area 20 acres.

Little Molas Lake Campground

T. 40 N., R. 8 W.,
  Sec. 12, S½NW¼SW¼.
    Total area 20 acres.

Devil Mountain Lookout

T. 35 N., R. 4 W.,
  Sec. 24, N½NW¼SW¼.
    Total area 20 acres.

San Juan Overlook

T. 37 N., R. 1 E.,
  Sec. 16, NW¼NW¼.
    Total area 40 acres.

Camp Creek Rest Stop

T. 37 N., R. 1 E.,
  Sec. 3, W½NW¼SW¼;
  Sec. 4, E½NE¼SE¼.
    Total area 40 acres.

Treasure Falls Rest Stop

T. 37 N., R. 1 E.,
  Sec. 16, NW¼SE¼.
    Total area 40 acres.

Williams Creek Campground Addition

T. 38 N., R. 3 W.,
  Sec. 30, Lots 3, 5, W½ Lot 4, W½E½ Lot 4, E½SE¼.
    Total area 198.64 acres.

Boyce Lake Campground

T. 39 N., R. 8 W.,
  Sec. 18, Lot 3, S½ Lot 2.
T. 39 N., R. 9 W.,
  Sec. 13, SE¼NE¼, NE¼SE¼.
    Total area 132.21 acres.

Mavreeso Campground Addition

T. 39 N., R. 13 W.,
  Sec. 9, N½SE¼NW¼.
    Total area 20 acres.

Cayton Campground

T. 41 N., R. 10 W.,
  Sec. 34, NW¼NW¼NE¼, NE¼NW¼, S½NW¼.
    Total area 130 acres.

Wickerson Mountain Campground

T. 35 N., R. 6 W.,
  Sec. 21, SE¼NE¼.
    Total area 40 acres.

Berri Park Campground

T. 37 N., R. 6 W., Tract 38, SE¼,
  Sec. 15, Lots 7 and 8;
  Sec. 16, Lots 5 and 6.
    Total area 325.58 acres.

Crystal Campground

T. 38 N., R. 3 W.,
  Sec. 8, E½SE¼;
  Sec. 9, W½SW¼.
    Total area 160 acres.

South Mineral Campground Addition

T. 41 N., R. 8 W.,
A tract of land in unsurveyed Section 20; beginning at Corner No. 1, which is located S. 42° W., 1410 feet from the center of Ice Lake-Clear Lake Bridge on the South Mineral Creek San Juan County Road. From the Ice Lake-Clear Lake Bridge, V.A.B.M. 13661 Lookout Peak bears N. 3°20′ W., 20,117 feet and V.A.B.M. 13066 Kendall No. 2 bears S. 82°56′ E., 38,940 feet.

From corner No. 1, by metes and bounds:
N. 31° E., 1,090 feet to corner No. 2;
S. 30° E., 396 feet to corner No. 3;
S. 52° E., 307 feet to corner No. 4;
S. 67° W., 1,090 feet to corner No. 5;
N. 26° W., 18 feet to corner No. 1; the place of beginning.

The tract described contains approximately nine (9) acres.

The above described areas in the Pike National Forest aggregate 552.92 acres, and those in the San Juan National Forest aggregate 1153.22 acres.

ANDREW J. SENTI,
Acting Chief, Division of Lands and Minerals.

[F.R. Doc. 62-9371; Filed, Sept. 19, 1962; 8:47 a.m.]

Office of the Secretary

HEADS OF BUREAUS AND OFFICES

Delegation of Authority

The following material is a portion of the Departmental Manual and the numbering system is that of the Manual.

The following Secretary's orders or portions of orders are superseded:

Sections 10(d), 10(e), 2508 (14 F.R. 258).
Section 12(a), 2508 (16 F.R. 473).
Section 16(d), 2508 (25 F.R. 361).
Section 23, 2508 (19 F.R. 1123).
Section 2.7, 2583 (15 F.R. 5643).
2590 (15 F.R. 6609).
2778 (19 F.R. 8757).
Section 3, 2785 (20 F.R. 552).
2794.
2809 (21 F.R. 1392).
2825 (22 F.R. 8126).
2831 (23 F.R. 7511).
2836 (23 F.R. 9729).
2838.
2845 (25 F.R. 684).
2846 (25 F.R. 769).
2847 (25 F.R. 769).
2848 (25 F.R. 3343).
Sections 2, 3, and 4, 2858 (26 F.R. 5691).
2863 (27 F.R. 3523).
Sections 2, 3 and 4, 2864 (27 F.R. 3861).
2866.
2867.
Sections 2, 3, and 4, 2868.

PART 205—GENERAL DELEGATIONS

CHAPTER 11—PROCUREMENT AND CONTRACTING

.4 *Negotiated Contracts*—A. *Negotiated contracts under section 302(c)(1) of the Federal Property and Administrative Services Act of 1949*—(1) *Delegation.* The head of each bureau and other Departmental office, and the Director of Administrative Services for the Office of the Secretary are authorized, subject to 205 DM 11.4A (2) and (3), to exercise the authority delegated by the Administrator of General Services to the Secretary of the Interior (27 F.R. 3017) to negotiate contracts without advertising under section 302(c)(1) of the Federal Property and Administrative Services Act of 1949, as amended.

(2) *Exercise of authority.* (a) Procurement contracts under this authority shall be set aside for negotiation exclusively with firms which will perform or cause to be performed a substantial portion of the production under contract within labor surplus areas in accordance with the policies for assistance to labor surplus areas stated in OCDM Defense Manpower Policy 4, revised June 6, 1960 (25 F.R. 5283).

(b) Negotiated contracts in excess of $100,000 shall be submitted to the Secretary for approval before execution by the Government.

(c) The authority delegated by 205 DM 11.4A(1) shall be exercised in accordance with the applicable limitations in the Federal Property and Administrative Services Act of 1949, as amended, and in accordance with applicable policies, procedures, and controls prescribed by the General Services Administration and the Department of the Interior.

(d) Those portions of construction contracts pertaining to supplies and materials shall be divided under partial set aside procedures and at least 50 percent of the severed portion shall be obtained from contractors who will perform or cause to be performed a substantial portion of the production within labor surplus areas.

(3) *Redelegation.* The authority granted in 205 DM 11.4A(1) may be redelegated to a subordinate official or employee for contracts of $25,000 or less. Each redelegation of this authority shall be published in the FEDERAL REGISTER.

205.11.4B *Negotiated contracts under section 302(c) (2), (3), (4), (5), (6), (9), (10), and (11) of the Federal Property and Administration Services Act of 1949*—(1) *Delegation.* The head of each bureau and other Departmental office, and the Director of Administrative Services for the Office of the Secretary are authorized, subject to 205 DM 11.4B(2), to exercise the authority delegated by the Administrator of General Services to the Secretary of the Interior (27 F.R. 3017) to negotiate contracts without advertising under paragraphs (2), (3), (4), (5), (6), (9), (10), and (11), of section 302(c) of the Federal Property and Administrative Services Act of 1949, as amended.

(2) *Limitation.* The authority delegated by 205 DM 11.4B(1) shall be exercised in accordance with the applicable limitations in the Federal Property and Administrative Services Act of 1949, as amended, and in accordance with applicable policies, procedures, and controls prescribed by the General Services Administration and the Department of the Interior.

205.11.4C *Negotiated contracts under section 302(c) (7), (8), (12), and (13) of the Federal Property and Administrative Services Act of 1949*—(1) *Delegation.* The head of each bureau and other Departmental office, and the Director of Administrative Services for the Office of the Secretary are authorized, subject to 205 DM 11.4C(2) to exercise the authority delegated by the Administrator of General Services to the Secretary of the Interior (27 F.R. 3017) to negotiate contracts without advertising under paragraphs (7), (8), (12), and (13), of section 302(c) of the Federal Property and Administrative Services Act of 1949, as amended.

(2) *Limitation.* The authority delegated by 205 DM 11.4c(1) shall be exercised in accordance with the applicable limitations in the Federal Property and Administrative Services Act of 1949, as amended, and in accordance with applicable policies, procedures, and controls prescribed by the General Services Administration and Department of the Interior, including, but not limited to, the following:

(a) The authority to make determinations or decision in support of contracts negotiated pursuant to section 302 (c)(11) of the Federal Property and Administrative Services Act is limited to contracts which will not require the expenditure of more than $25,000 and is not redelegable.

(b) Determinations and decisions required to support negotiation of contracts under 302(c) (12) and (13) must be made by a Secretarial officer of the Interior prior to negotiation of contracts.

205.11.4D *Negotiated Contracts under section 302(c)(14) of the Federal Property and Administrative Services Act of 1949*—(1) *Delegation.* The head of each bureau, other Departmental office, and the Director of Administrative Services for the Office of the Secretary are authorized, subject to 205 DM 11.4D(2), to exercise the authority delegated by the Administrator of General Services to the Secretary of the Interior (27 F.R. 3017) to negotiate contracts without advertising under section 302(c)(14) of the Federal Property and Administrative Services Act of 1949, as amended.

(2) *Limitation.* The authority delegated by 205 DM 11.4D(1) shall be exercised in accordance with the applicable limitations in the Federal Property and Administrative Services Act of 1949, as amended, and in accordance with applicable policies, procedures, and controls prescribed by the General Services Administration and the Department of the Interior. The authority shall not be exercised in instances where a single successful bidder can be determined in accordance with preferences prescribed by Federal Procurement Regulations with respect to labor surplus areas and small business without the drawing by lot. However, with approval of the head of the bureau, awards based on such preferences will not be made in those instances where similar or identical bids indicate collusive bidding, follow-the-leader pricing, rotated low bids, uniform estimating systems, refusal by bidders to classify the Government as other than a retail buyer regardless of the quantity purchased, or similar practices.

STEWART L. UDALL,
Secretary of the Interior.

SEPTEMBER 13, 1962.

[F.R. Doc. 62-9372; Filed, Sept. 19, 1962; 8:47 a.m.]

DEPARTMENT OF THE TREASURY

Comptroller of the Currency

WALKER BANK AND TRUST CO. AND FIRST NATIONAL BANK OF PRICE

Notice of Report on Competitive Factors Involved in Merger Application

On July 10, 1962, the Board of Governors of the Federal Reserve System, pursuant to 12 U.S.C. 1828(c), requested that the Comptroller of the Currency report on the competitive factors involved in the proposed merger of the $234.5 million Walker Bank & Trust Company, Salt Lake City, Utah, and the $8.2 million First National Bank of Price, Price, Utah, under the charter and title of the former.

On August 27, 1962, the Comptroller of the Currency reported that the proposed merger would reduce by one the already small number of independent banks in the state. He observed that by eliminating the First National, the applicant would not only put the Carbon Emery Bank in Price at a competitive disadvantage but would be in a position to sway the policies of all small banks East of the Central Utah Valley area. He concluded that the proposed merger would have an adverse effect upon banking competition in Price.

Copies of this report are available on request to the Comptroller of the Currency, Washington 25, D.C.

Dated: September 13, 1962.

[SEAL] A. J. FAULSTICH,
Administrative Assistant to the Comptroller of the Currency.

[F.R. Doc. 62-9391; Filed, Sept. 19, 1962; 8:51 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

NETTLETON STOCKYARD, INC., ET AL.

Notice of Changes in Names of Posted Stockyards

It has been ascertained, and notice is hereby given, that the names of the livestock markets referred to herein, which were posted on the respective dates specified below as being subject to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), have been changed as indicated below.

Original name of stockyard, location, and date of posting	*Current name of stockyard and date of change in name*
ARKANSAS	
Nettleton Stockyard, Inc., Nettleton, June 29, 1957.	Nettleton Stockyard and Auction Market, Inc., May 4, 1962.
ILLINOIS	
Galesburg Livestock Auction, Galesburg, July 27, 1960.	Galesburg Livestock Sales Co., July 26, 1962.
IOWA	
Leon Sale, Leon, May 18, 1959	Leon Livestock Market, Jan. 15, 1962.
Farmers Livetsock Exchange, Waukon, June 2, 1959.	Farm Bureau Service Co., of Iowa, Mar. 1, 1961.
KANSAS	
Lenexa Community Sale, Lenexa, May 26, 1959	Lenexa Sale Co., May 24, 1962.
LOUISIANA	
Sam Brown Auction Co., Inc., Grand Cane, Mar. 11, 1959.	Sam Brown Auction Co., May 15, 1962.
Sam Brown Auction Co., Inc., Mansfield, Apr. 10, 1957.	Sam Brown Auction Co., May 15, 1962.
Micelle Commission Yard, Lacassine, June 12, 1957.	Gordon Stockyard, July 13, 1962.
NEBRASKA	
Red Cloud Sale Barn, Red Cloud, Apr. 24, 1959	Red Cloud Livestock Commission Co., Inc., July 17, 1962.
OKLAHOMA	
Sayre Livestock Co., Sayre, July 9, 1959	Webb Livestock Auction, May 1, 1962.
TEXAS	
Valley Stock Yards Co., Inc., Mercedes, Sept. 20, 1957.	Valley Stock Yard, July 16, 1962.

Done at Washington, D.C., this 17th day of September 1962.

H. L. JONES,
Chief, Rates and Registrations Branch, Packers and Stockyards Division, Agricultural Marketing Service.

[F.R. Doc. 62-9395; Filed, Sept. 19, 1962; 8:51 a.m.]

Office of the Secretary

MARYLAND

Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321(a) of Public Law 87-128 (7 U.S.C. 1961) it has been determined that in the hereinafter named counties in the State of Maryland a natural disaster has caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

MARYLAND

Washington.
Frederick.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1963, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 14th day of September 1962.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 62-9399; Filed, Sept. 19, 1962; 8:51 a.m.]

PENNSYLVANIA AND TEXAS

Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321(a) of Public Law 87-128 (7 U.S.C. 1961) it has been determined that in the hereinafter named counties in the States of Pennsylvania and Texas natural disasters have caused a need for agricultural credit not readily available from commerical banks, cooperative lending agencies, or other responsible sources.

PENNSYLVANIA

Allegheny.
Forest.
Venango.
Lancaster.
Lehigh.

TEXAS

Zavala

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1963, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 14th day of September 1962.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 62-9400; Filed, Sept. 19, 1962; 8:52 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 14024; Order No. E-18790]

UNITED AIR LINES, INC., AND PAN AMERICAN WORLD AIRWAYS, INC.

Proposed Group Fares; Order of Investigation and Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 17th day of September 1962.

United Air Lines, Inc. (United), has filed a tariff,[1] to become effective September 20, 1962, proposing a 25 percent reduction in jet coach fares between Honolulu, on the one hand, and Chicago, Los Angeles, San Francisco, and New York/Newark, on the other. These fares are applicable when purchased as a part of an "Advertised Air Tour" or an "Independent Air Tour" for groups of 10 or more passengers traveling together. Transportation is limited to specific dates eastbound and westbound,[2] and between Monday and Wednesday of each week. The tariff, which bears an expiration date of December 31, 1963, establishes a 20-day round-trip limitation, and requires reservations and payment at least 15 days prior to commencement of travel.

Complaints against the proposed tariff were filed by Pan American World Airways, Inc.[3] (Pan American), and by American Airlines, Inc. (American). Pan American alleges that the proposed fares are diversionary and unjustly discriminatory on the basis of Tour Basing Fares, 14 C.A.B. 257 (1951), and other cases. American, on the other hand, states that the proposed fares would be unjust and unreasonable because they would divert traffic from regular service, and that to limit diversion the fares should be modified by requiring purchase of tour arrangements costing not less than the savings from using the group fares.

By our Order E-15050 of March 29, 1960, we instituted investigation of Capital's tour basing fares, and by our Order E-15215 of May 10, 1960, we instituted investigation of similar fares of Capital and Northwest. United's proposed fares present essentially the same issues of justness and reasonableness, discrimination, preference, and prejudice that we noted in regard to Northwest's and Capital's excursion fares, and should be investigated. To facilitate the investigation, we will expect the carriers to keep adequate records of traffic, revenues, and costs associated with the promotional fares here in issue. We will not suspend the effectiveness of the proposed fares, for they do not appear prima facie unreasonably low, are experimental, are for a limited period of time, and may tend to equalize seasonal traffic fluctuations and promote travel to Hawaii. We reach this conclusion notwithstanding our earlier holding in Tour Basing Fares in the light of the serious financial situation of the industry and the critical need at this time to develop additional traffic and revenues. Our action in this regard is consistent with our decisions in the recent past to permit to become effective for an experimental period fares in which similar issues of discrimination are present.

The tariff's refund rule requiring that no refunds will be made when cancellations are made less than 15 days prior to scheduled departure imposes severe penalties upon the traveling public. Passengers canceling their reservation after the 15-day period who cannot utilize the substitution rule will forfeit the entire round-trip fare. The carrier has made no showing that penalties of such an onerous nature are necessary to protect it from losses due to cancellations. Recently, we found that similar refund rules of TWA and American in domestic service may be unlawful, and such rules were suspended and investigated.[4] In accordance with this precedent, the refund rules of the proposed tariff will be suspended and investigated.

Accordingly, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, particularly sections 102, 204(a), 403, 404, and 1002 thereof,

It is ordered, That:

1. The complaints of American Airlines, Inc., in Docket 13988 and Pan American World Airways, Inc., in Docket 13992, to the extent not granted herein, are dismissed.

2. An investigation be instituted to determine whether the fares and provisions in Agent R. C. Lounsbury's C.A.B. No. 337 and United Air Lines, Inc., C.A.B. No. 119 are, or will be, unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and, if found to be unlawful, to determine and prescribe the lawful fares and provisions.

3. Pending investigation, hearing, and decision by the Board, Rule Nos. 13(A)(1) and 13(A)(2) on Original Pages 12 and 13 of Agent R. C. Lounsbury's C.A.B. No. 337 and Rule Nos. 12(A)(1) and 12(A)(2) on Original Page 8 of United Air Lines, Inc., C.A.B. No. 119 are suspended and their use deferred to and including December 18, 1962, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board.

4. This investigation will be set for hearing before an Examiner of the Board at a time and place hereafter to be designated.

5. A copy of this order shall be filed with the aforesaid tariffs and shall be served upon American Airlines, Inc., Continental Air Lines, Inc., Trans World Airlines, Inc., Pan American World Airways, Inc., and United Air Lines, Inc., which are hereby made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 62-9401; Filed, Sept. 19, 1962; 8:52 a.m.]

---

[1] United's Local Group Passenger Tariff No. UGR-1, C.A.B. No. 119, filed August 21, 1962.

[2] Not applicable westbound from June 1 through September 15 and eastbound from June 15 through September 15.

[3] As a defensive measure, Pan American has filed a competitive tariff: R. C. Lounsbury Local and Joint Group Passenger Fares Tariff No. HNL-GT-1, C.A.B. No. 337, issued August 31, 1962, effective September 30, 1962.

[4] Order E-18620 of July 20, 1962.

DEPARTMENT OF COMMERCE

Office of the Secretary

RICHARD V. FORD

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER during the past six months.

A. Deletions: None.
B. Additions: None.

This statement is made as of August 24, 1962.

RICHARD V. FORD.

AUGUST 24, 1962.

[F.R. Doc. 62-9387; Filed, Sept. 19, 1962; 8:50 a.m.]

LOUIS F. FRAZZA

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER during the past six months.

A. Deletions: No change.
B. Additions: No change.

This statement is made as of September 5, 1962.

LOUIS F. FRAZZA.

SEPTEMBER 5, 1960.

[F.R. Doc. 62-9388; Filed, Sept. 19, 1962; 8:50 a.m.]

HAROLD J. VORZIMER

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER during the past six months.

A. Deletions: None.
B. Additions: None.

This statement is made as of September 12, 1962.

HAROLD J. VORZIMER.

SEPTEMBER 12, 1962.

[F.R. Doc. 62–9389; Filed, Sept. 19, 1962; 8:50 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G–12327 [1]]

EL PASO NATURAL GAS CO.

Notice of Petition To Amend

SEPTEMBER 13, 1962.

Take notice that on August 21, 1962, El Paso Natural Gas Company (Petitioner), P.O. Box 1492, El Paso, Texas, filed in Docket No. G–12327 a petition to amend the order in said docket issued on July 19, 1957, to Pacific Northwest Pipeline Corporation (Pacific Northwest), which order authorized, among other things, Pacific Northwest to deliver natural gas to The Bunker Hill Company (Bunker Hill) plant near Kellogg, Shoshone County, Idaho, all as more fully set forth in the petition which is on file with the Commission and open to public inspection.

In the order of July 19, 1957, Pacific Northwest was authorized to deliver a maximum daily volume of 4,500 Mcf of gas to Bunker Hill for use in various metallurgical and chemical industrial processes, including the refining of zinc and lead. Petitioner is presently providing gas to Bunker Hill on a firm basis under the terms of an industrial sales contract dated November 2, 1956, which provides for a rate of 3.8 cents per therm and for a maximum daily delivery of 45,000 therms. Said contract expires under its own terms on November 5, 1962.

The petition states that Petitioner and Bunker Hill have entered into an industrial sales contract dated March 30, 1962, which provides for an increased maximum daily delivery to 70,000 therms at 4.0 cents per therm. The increase in daily volumes is necessitated by the installation of natural gas in blast furnaces, new and expanded lead and zinc alloying facilities, new phosphoric acid and anhydrous liquid phosphate plants, and normal plant expansion.

Petitioner estimates Bunker Hill's gas requirements to be as follows:

Year	Mcf @ 14.73 psia		Therms	
	Annual	Maximum day	Annual	Maximum day
1963	1, 537, 457	6, 381	16, 143, 297	67, 000
1964	1, 593, 076	6, 476	16, 727, 297	68, 000
1965	1, 593, 076	6, 476	16, 727, 297	68, 000
1966	1, 648, 790	6, 667	17, 312, 297	70, 000
1967	1, 648, 790	6, 667	17, 312, 297	70, 000

Protests, petitions to intervene, or requests for hearing may be filed with the Federal Power Commission in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before October 5, 1962.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62–9358; Filed, Sept. 19, 1962; 8:45 a.m.]

[Docket No. CP62–170]

KEOKUK GAS SERVICE CO.

Notice of Continuance of Hearing

SEPTEMBER 13, 1962.

The application in the above-captioned proceeding, filed pursuant to section 7(a) of the Natural Gas Act, is presently scheduled for formal hearing to commence on September 20, 1962;

Take notice that the hearing now scheduled for September 20, 1962, on Keokuk's application in Docket No. CP62–170, is continued without date and subject to further notice.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62–9359; Filed, Sept. 19, 1962; 8:45 a.m.]

[Docket No. CI62–1562]

ATLANTIC REFINING CO.

Order Providing for Rehearing and Fixing Date for Hearing

SEPTEMBER 13, 1962.

On August 15, 1962, The Atlantic Refining Company (Atlantic) filed an application for rehearing of the Commission's letter order of July 19, 1962, which, pursuant to §§ 154.100 and 154.93 (as amended by Commission Order No. 242) of the regulations under the Natural Gas Act (Act), rejected Atlantic's application for a certificate of public convenience and necessity and the related filing of the proposed rate schedule because the gas purchase contract contains pricing provisions other than those permitted by § 154.93.

Atlantic asserts that § 154.93 is invalid because it goes beyond the powers granted to the Commission by the Act insofar as it attempts to deny Atlantic the right to establish its own rates by contract in the first instance subject only to being modified upon a finding of unlawfulness under the Commission's unview powers granted by sections 4 and 5 of the Act. Full and careful consideration was given similar contentions raised in Docket No. R–203, which concerned the amendment of § 154.93, wherein we determined that sections 4, 5, and 7 did give the Commission the power to refuse to approve contractual provisions found adverse to the public interest and we clearly set forth the rationale in Order No. 242 issued therein on February 8, 1962. However, the language of the pricing provisions in Atlantic's contract is equivocal and we deem that a hearing should be held to determine their precise meaning and whether in fact such provisions are proscribed by § 154.93.

The Commission finds: In view of the equivocal language of the pricing provisions in the gas purchase contract in question a rehearing should be held.

The Commission orders: A rehearing of our letter order of July 19, 1962, is hereby granted and a public hearing, limited to the issues set out above, will be held in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C., commencing on October 11, 1962, at 10:00 a.m., e.d.s.t.

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62–9360; Filed, Sept. 19, 1962; 8:45 a.m.]

[Docket No. G–9262 etc.]

FLORIDA GAS TRANSMISSION CO.

Findings and Order Amending Orders Issuing Certificates of Public Convenience and Necessity and Accepting FPC Gas Tariff and Tariff Revisions for Filing

SEPTEMBER 13, 1962.

Florida Gas Transmission Company (formerly Houston Texas Gas and Oil Corporation), Docket Nos. G–9262, G–9960 [1], G–18338 etc.[1]

On June 18, 1962, Florida Gas Transmission Company (Movant) filed in the above-docketed proceedings a motion to amend the orders of the Commission in said dockets to remove the limitation on the quantities of preferred interruptible gas which Movant may sell and deliver to its resale customers, all as more fully set forth in the motion.

Movant requests amendments to the Commission's orders accompanying Opinion No. 301, issued December 28, 1956, in Docket Nos. G–9262 and G–9960, as amended, and the Commission's order issued August 9, 1961, modifying and adopting the Presiding Examiner's decision issued March 1, 1961, in Docket No. G–18338, et al., as amended. Movant proposes the insertion of the following wording at the end of paragraph (A) in the order accompanying Opinion No. 301, at the end of paragraph (A) of the Commission's order of January 17, 1962, in Docket No. G–9262, et al., and at the end of paragraph (G) (iv) of the Presiding Examiner's Decision of March 1, 1961, in Docket No. G–18338, et al.:

---

[1] The certificate in this docket was issued to Pacific Northwest Pipeline Corporation. On June 28, 1962, the Court of Appeals for the District of Columbia Circuit entered an order which vacated the Commission's order of December 23, 1959, issuing a certificate of public convenience and necessity to El Paso Natural Gas Company to acquire and operate the facilities of Pacific Northwest Pipeline Corporation. The case was remanded to the Commission for proceedings in conformity with the opinion of the Supreme Court of the United States in California v. F.P.C., et al., No. 187, October Term, 1961 (issued April 30, 1962). On July 2, 1962, the Commission issued to El Paso Natural Gas Company a temporary certificate to operate the facilities of its Pacific Northwest Division until the effective date of such further order of the Commission specifying the manner of operation of the facilities of the former Pacific Northwest Pipeline Corporation pending final resolution of United States v. El Paso Natural Gas Company, Civil Action No. 143–57 (D.C. Utah).

[1] The proceedings in Docket Nos. G–9960 and G–18338, et al., were designated as Coastal Transmission Corporation and Coastal Transmission Corporation, et al., respectively. In its order issued August 3, 1962, the Commission authorized Florida Gas Transmission Company to acquire Coastal Transmission Corporation by merger. In the same order, the Commission directed that the name of Florida Gas Transmission Company be substituted for that of Coastal Transmission Corporation in all of the outstanding authorizations and pending applications of Coastal Transmission Corporation.

Provided, however, That nothing in this order shall be construed as placing a limitation on the quantity of preferred interruptible gas which Florida Gas may supply to its resale customers. Such service shall be supplied in accordance with Florida Gas' effective FPC Gas Tariff.

The purpose of the proposed amendments is to enable Movant to increase the quantities of preferred interruptible gas to its resale customers without the delay and expense of applying for certificate authorization for such increases. The limitations set forth in Appendix A to Opinion No. 301 were based on estimates made in 1954 and 1955 by Movant's resale customers. The market is different from that originally anticipated, and under the present certificate authorizations, each time that contract quantities of preferred interruptible gas are changed a new service agreement must be filed with the Commission pursuant to § 154.63 of the regulations under the Natural Gas Act.

The motion states that no additional gas supplies, facilities, or capacity are involved in the subject request for amendments and that any additional sales of preferred interruptible resale gas will be made by upgrading lower priority direct sale gas.

Notice of the filing of the subject motion was issued August 6, 1962, and was published in the FEDERAL REGISTER on August 14, 1962 (27 F.R. 8082). No protest, request for hearing or petition to intervene has been received.

Concurrently with the motion, Movant tendered for filing its FPC Gas Tariff, Original Volume No. 1, and two revised sheets to Original Volume No. 2. Coastal tendered for filing four revised sheets to its FPC Gas Tariff, Original Volume No. 1. Certain original sheets to Movant's Original Volume No. 1 and the revised sheets filed by both companies were tendered for filing in compliance with paragraph (C) of the settlement order issued June 8, 1962, in Docket No. G–9262, et al. This order requires both companies to file tariff sheets reflecting settlement rates and stipulates that these sheets should be effective as of May 1, 1962.

Movant's tendered Original Volume No. 1 replaces in its entirety the currently effective Original Volume No. 1 which is filed in the name of Houston Texas Gas and Oil Corporation.[2] The proposed revisions, other than those required by the order of June 8, 1962, have been agreed to by Movant's customers and are for the purpose of clarifying certain language, coordinating measurement standards and company experience, and providing improved procedures for changing quantities.

Movant and Coastal request that the complete filing be effective as of May 1, 1962. The June 8, 1962, settlement order stipulates that only certain tariff sheets be permitted to be effective as of May 1, 1962. To permit Movant's Original Volume No. 1 to be effective in its entirety as of May 1, 1962, would be contrary to § 154.22 of the regulations under the Natural Gas Act which requires the issuance of certificate authorization prior to the effectiveness of such a rate filing. Therefore, we shall accept the entire filing and make the sheets filed pursuant to the settlement order of June 8, 1962, in Docket No. G–9262, et al.,[3] effective as of May 1, 1962; and we shall make the remaining sheets[4] effective on the date on which this order issues.

The Commission finds:

(1) It is appropriate in carrying out the provisions of the Natural Gas Act and the public convenience and necessity require that the following language be added at the end of paragraph (A) of the order accompanying Opinion No. 301, at the end of paragraph (A) of the order of January 17, 1962, in Docket No. G–9262, et al., and at the end of paragraph (G) (iv) in the Presiding Examiner's decision of March 1, 1961, in Docket No. G–18338, et al.:

Provided, however, That nothing in this order shall be construed as placing a limitation on the quantity of preferred interruptible gas which Florida Gas may supply to its resale customers. Such service shall be supplied in accordance with Florida Gas' effective FPC Gas Tariff.

Further, the words "not to exceed" should be deleted from paragraphs (19) (4) and (G) (iv) of the order of March 1, 1961.

(2) The following tariff revisions should be accepted for filing to be effective as of May 1, 1962: Original Sheet Nos. 4, 5, 6, 8, and 9 to Florida Gas Transmission Company FPC Gas Tariff, Original Volume No. 1; Second Revised Sheet Nos. 27 and 60 to Florida Gas Transmission Company FPC Gas Tariff, Original Volume No. 2; Second Revised Sheet Nos. 8, 9, 19, and 20 to Coastal Transmission Corporation FPC Gas Tariff, Original Volume No. 1.

The following tariff revisions should be accepted for filing to become effective on the date on which this order issues: Original Sheet Nos. 1, 2, 3, 7, and 10 through 32 to Florida Gas Transmission Company FPC Gas Tariff, Original Volume No. 1.

The Commission orders:

(A) The following language be and the same is hereby added to the end of paragraph (A) in the order accompanying Opinion No. 301, to the end of paragraph (A) of the order of January 17, 1962, in Docket No. G–9262, et al., and to the end of paragraph (G) (iv) in the Presiding Examiner's decision of March 1, 1961, in Docket No. G–18338, et al.:

Provided, however, That nothing in this order shall be construed as placing a limitation on the quantity of preferred interruptible gas which Florida Gas may supply to its resale customers. Such service shall be supplied in accordance with Florida Gas' effective FPC Gas Tariff.

Further, the words "not to exceed" are deleted from paragraphs (19) (4) and (G) (iv) in the order of March 1, 1961.

(B) In all other respects, the forementioned orders and opinion shall remain in full force and effect.

(C) The following tariff revisions are accepted for filing to be effective as of May 1, 1962: Original Sheet Nos. 4, 5, 6, 8, and 9 to Florida Gas Transmission Company FPC Gas Tariff, Original Volume No. 1; Second Revised Sheet Nos. 27 and 60 to Florida Gas Transmission Company FPC Gas Tariff, Original Volume No. 2; Second Revised Sheet Nos. 8, 9, 19, and 20 to Coastal Transmission Corporation FPC Gas Tariff, Original Volume No. 1.

The following tariff revisions are accepted for filing and shall be effective on the date on which this order issues: Original Sheet Nos. 1, 2, 3, 7, and 10 through 32 to Florida Gas Transmission Company FPC Gas Tariff, Original Volume No. 1.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62–9361; Filed, Sept. 19, 1962; 8:46 a.m.]

---

[2] On March 16, 1962, Movant filed with the State of Delaware an amendment to its corporate charter which changed the name of the company from Houston Texas Gas and Oil Corporation to Florida Gas Transmission Company. This was noted by the Commission in its order of April 18, 1962, in Docket No. G–9262, et al., which redesignated the company's pending proceedings and outstanding authorizations.

[3] Original Sheet Nos. 4, 5, 6, 8, and 9 to Florida Gas Transmission Company FPC Gas Tariff, Original Volume No. 1; Second Revised Sheet Nos. 27 and 60 to Florida Gas Transmission Company FPC Gas Tariff, Original Volume No. 2; Second Revised Sheet Nos. 8, 9, 19, and 20 to Coastal Transmission Corporation FPC Gas Tariff, Original Volume No. 1.

[4] Original Sheet Nos. 1, 2, 3, 7, and 10 through 32 to Florida Gas Transmission Company FPC Gas Tariff, Original Volume No. 1.

[Docket No. G–20418[2]]

NORTHWEST PRODUCTION CORP.[1]

Order Substituting Respondent, Accepting Successor Corporation's Undertaking and Redesignating Proceeding

SEPTEMBER 13, 1962.

On April 20, 1961, Northwest Production Corporation (Northwest) filed a motion requesting the Commission to substitute Northwest in lieu of Barnhart Hydrocarbon Corporation (Barnhart) and to accept Northwest's agreement and undertaking submitted for filing concurrently with said motion. In support thereof, Northwest states that Barnhart under merger agreement dated March 30, 1961, was merged into Northwest. By Commission letter dated May 31, 1961, Northwest was advised that (a) its notice of succession and related merger agreement were accepted for filing to become effective as of March 30, 1961, and that (b) Barnhart's FPC Gas Rate Schedule No. 1 and supplements thereto have been redesignated as Northwest's FPC Gas Rate Schedule No. 2 and Supplements Nos. 1 through 5 thereto.

---

[1] Formerly Barnhart Hydrocarbon Corporation.

[2] Consolidated with the proceedings in Docket Nos. AR61–1, et al.

The proceeding in Docket No. G–20418 involves a proposed rate increase (from 13.9836 cents per Mcf to 17.2295 cents per Mcf) for sales of natural gas to El Paso Natural Gas Company from Reagan County, Texas (Permian Basin Area), and was designated as Supplement No. 5 to Barnhart's FPC Gas Rate Schedule No. 1, and was suspended by the Commission's order issued herein on December 18, 1959, until June 3, 1960, and thereafter until made effective in the manner prescribed by the Natural Gas Act. Pursuant to appropriate motion, the Commission on June 1, 1960, issued its notice making Barnhart's suspended rate effective subject to refund as of June 3, 1960, under undertaking filed by Barnhart on April 29, 1960.

The Commission finds: It is necessary and proper in carrying out the provisions of the Natural Gas Act that Northwest be substituted for Barnhart as Respondent in the above-designated proceeding, that said proceeding be redesignated accordingly, and that the agreement and undertaking submitted by Northwest be accepted for filing.

The Commission orders:

(A) Northwest Production Corporation is hereby substituted for Barnhart Hydrocarbon Corporation as Respondent in the proceeding in Docket No. G–20418, and the proceeding is hereby redesignated in the name of Northwest Production Corporation.

(B) The agreement and undertaking filed in this proceeding on April 20, 1961, by Northwest Production Corporation assuming the rights and liabilities under the undertaking heretofore filed by Barnhart is hereby accepted for filing.

(C) The substituted Respondent shall comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder. Northwest's undertaking shall remain in full force and effect until discharged by the Commission.

By the Commission.

Joseph H. Gutride,
Secretary.

[F.R. Doc. 62–9362; Filed, Sept. 19, 1962; 8:46 a.m.]

[Docket No. G–16800 [2]]

PURE OIL CO.[1]

Order Substituting Respondent Accepting Successor Company's Undertaking and Redesignating Proceeding

September 13, 1962.

On June 3, 1960, The Pure Oil Company (Pure) and Woodley Petroleum Company (Woodley) filed their joint motion requesting that Pure be substituted as the Respondent in the above-designated rate suspension proceeding and that Pure's agreement and undertaking filed concurrently with said motion be accepted in lieu of the undertaking filed by Woodley on June 24, 1959, to assure refund of any amounts of the increased rate found by the Commission not justified. In support of their aforementioned motion, Movants state that on April 1, 1960, Pure acquired substantially all of the assets of Woodley, and effective upon the date of said acquisition all of the rights, privileges, immunities, franchises (except as restricted by law) and property of Woodley, as well as the liabilities and obligations of Woodley within the jurisdiction of the Federal Power Commission vested in Pure.

The proceeding in Docket No. G–16800 involves a proposed rate increase contained in Supplement No. 3 to Woodley's FPC Gas Rate Schedule No. 8 [3] for sales of natural gas to El Paso Natural Gas Company from the South Andrews Field, Andrews County, Texas (Permian Basin Area), and suspended by the Commission's order issued herein on November 7, 1958, until May 1, 1959, and thereafter until made effective in the manner prescribed by the Natural Gas Act. Pursuant to appropriate motion filed on May 14, 1959, the Commission on June 10, 1959, issued its order making Woodley's suspended rate effective as of May 14, 1959, upon the filing of an undertaking to assure refund of excess charges. On June 24, 1959, Woodley forwarded its agreement and undertaking to comply with the requirement of the Commission's aforementioned order.

By letter dated October 28, 1960, the Commission advised Pure, inter alia, that Woodley's FPC Gas Rate Schedule No. 8, as supplemented, had been redesignated as Pure's FPC Gas Rate Schedule No. 60, as supplemented.

The Commission finds: It is necessary and proper in carrying out the provisions of the Natural Gas Act that The Pure Oil Company be substituted for Woodley Petroleum Company as Respondent in the above-designated proceeding, and that the proceeding be redesignated accordingly, and that the agreement and undertaking filed by Pure assuming the obligation heretofore undertaken by Woodley, in said docket, be accepted for filing in lieu of the undertaking previously filed by Woodley.

The Commission orders:

(A) The Pure Oil Company is hereby substituted for Woodley Petroleum Company as Respondent in the proceeding in Docket No. G–16800, and said proceeding is hereby redesignated in the name of The Pure Oil Company.

(B) The agreement and undertaking submitted by Pure on June 3, 1960, to assume any and all refund obligations undertaken by Woodley in this proceeding, is hereby accepted for filing in lieu of the undertaking filed by Woodley which became effective on May 14, 1959.

(C) The substituted Respondent shall comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder. Pure's undertaking shall remain in full force and effect until discharged by the Commission.

By the Commission.

Joseph H. Gutride,
Secretary.

[F.R. Doc. 62–9363; Filed, Sept. 19, 1962; 8:46 a.m.]

---

[1] Formerly Woodley Petroleum Company.

[2] Consolidated with the proceedings in Docket Nos. AR61–1, et al.

[3] Now Supplement No. 3 to Pure's FPC Gas Rate Schedule No. 60.

[Docket No. G–20540 [1]]

WRIGHTSMAN PETROLEUM CO.

Order Substituting Respondent, Accepting Successor Company's Undertaking in Lieu of Predecessor's Surety Bond, and Redesignating Proceeding

September 13, 1962.

On May 24, 1961, Wrightsman Petroleum Company (Petroleum Company) and Charles B. Wrightsman (Wrightsman) filed their joint motion requesting that (a) Petroleum Company be substituted as the Respondent in the above-designated rate suspension proceeding and that the suspended rate herein be continued in effect subject to refund as a part of Petroleum Company's rate schedule; that (b) Wrightsman be released and discharged from his obligation with respect to refunds and that (c) the agreement and undertaking of Petroleum Company be accepted in lieu of Wrightsman's surety bond filed with the Commission on July 25, 1960. In support of their motion, movants filed a notice of succession of interest and the related assignment dated March 29, 1961. Petroleum Company's agreement and undertaking accompanied their aforementioned motion to substitute.

The proceeding in Docket No. G–20540 involves a proposed rate increase (from 10.5 cents per Mcf to 15.55987 cents per Mcf) for sales of natural gas to El Paso Natural Gas Company from the Crosby-Devonian Field, Lea County, New Mexico, and was designated as Supplement No. 2 to Wrightsman's FPC Gas Rate Schedule No. 2 and was suspended by the Commission's order issued herein on January 6, 1960, until June 10, 1960, and thereafter until made effective in the manner prescribed by the Natural Gas Act. Pursuant to appropriate motion, the Commission on July 8, 1960, issued its notice making Wrightsman's suspended rate effective subject to refund as of June 10, 1960, upon the filing of a bond to assure refund of excess charges. On July 25, 1960, Wrightsman forwarded his surety bond in the amount of $1,700.00 which was accepted for filing by letter dated August 2, 1960.

By letter dated July 10, 1961, the Commission advised Petroleum Company, inter alia, that Wrightsman's FPC Gas Rate Schedule No. 2, as supplemented, had been tentatively redesignated as Petroleum Company's FPC Gas Rate Schedule No. 1, as supplemented.

---

[1] Consolidated with the proceedings in Docket Nos. AR61–1, et al.

The Commission finds:

(1) It is necessary and proper in carrying out the provisions of the Natural Gas Act that Wrightsman Petroleum Company be substituted for Charles B. Wrightsman as Respondent in the above-designated proceeding, that said proceeding be redesignated accordingly, and that the agreement and undertaking filed by Petroleum Company assuming the obligation heretofore undertaken by Wrightsman, in said docket, be accepted for filing in lieu of the surety bond filed by Wrightsman on July 25, 1960.

(2) That Charles B. Wrightsman be released from his obligation under his aforementioned surety bond filed in this proceeding.

The Commission orders:

(A) Wrightsman Petroleum Company is hereby substituted for Charles B. Wrightsman as Respondent in the proceeding in Docket No. G-20540, and said proceeding is hereby redesignated in the name of Wrightsman Petroleum Company.

(B) The agreement and undertaking submitted by Petroleum Company on May 24, 1961, to assume any and all refund obligations undertaken by Wrightsman in this proceeding, is hereby accepted for filing in lieu of Wrightsman's surety bond which became effective on June 10, 1960.

(C) Wrightsman is hereby released from his obligation to make refunds in Docket No. G-20540 and his surety bond filed in said proceeding is hereby discharged.

(E) The substituted Respondent shall comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder. Petroleum Company's undertaking shall remain in full force and effect until discharged by the Commission.

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-9364; Filed, Sept. 19, 1962; 8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 812-1524]

AXE-HOUGHTON FUND A, INC., ET AL.

Notice of Filing of Application for Order Exempting Proposed Transactions

SEPTEMBER 14, 1962.

Notice is hereby given that Axe-Houghton Fund A, Inc. ("Fund A"), Axe-Houghton Fund B, Inc. ("Fund B"), Axe-Houghton Stock Fund, Inc. ("Stock Fund"), and Axe Science & Electronics Corporation ("Science Fund"), 400 Benedict Avenue, Tarrytown, New York (sometimes hereinafter collectively referred to as "Applicants"), open-end, diversified investment companies registered under the Investment Company Act of 1940 ("Act"), have filed a joint application pursuant to section 17(b) of the Act and Rule 17d-1 thereunder for an order of the Commission exempting from the prohibitions of section 17(a) and section 17(d) of the Act and Rule 17d-1 thereunder the proposed exercise of warrants presently held by the Applicants to purchase shares of the common stock of Helio Aircraft Corporation ("Helio"). All interested persons are referred to the application on file with the Commission for a complete statement of the proposed transactions which are described below.

Under section 2(a)(3) of the Act, when one person owns 5 percent or more of the outstanding voting securities of another person, each person is an affiliate of the other; and when two or more persons are under common control, each person is an affiliate of the other. Section 17(a) of the Act, in general, prohibits an affiliated person of an affiliated person of a registered investment company from purchasing from, or selling to, such registered investment company any security, with certain exceptions not applicable here, unless the Commission upon application pursuant to section 17(b) of the Act, grants an exemption from section 17(a) of the Act after finding that the terms of the proposed transaction, including the consideration to be paid, are reasonable and fair and do not involve overreaching on the part of any person concerned, that the proposed transaction is consistent with the policy of each registered investment company concerned, as recited in its registration statement and reports filed under the Act, and is consistent with the general purposes of the Act.

Section 17(d) of the Act and Rule 17d-1 thereunder, taken together provide, among other things, that it shall be unlawful, with certain exceptions not applicable here, for an affiliated person of a registered investment company or any affiliated person of such a person, acting as principal, to participate in, or effect any transaction in connection with any joint enterprise or arrangement in which any such registered company, or a company controlled by such registered company, is a participant unless an application regarding such arrangement has been granted by the Commission, and that, in passing upon such an application, the Commission will consider whether the participation of such registered company or controlled company in such arrangement is consistent with the provisions, policies and purposes of the Act and the extent to which such participation is on a basis different from or less advantageous than that of other participants. A joint enterprise or arrangement as used in Rule 17d-1 is defined as any written or oral plan, contract, authorization or arrangement, or any practice or understanding concerning an enterprise or undertaking whereby a registered investment company or a controlled company thereof and any affiliated person of or a principal underwriter for such registered company, or any affiliated person of such person or principal underwriter, have a joint or a joint and several participation or share in the profits of such enterprise or undertaking.

Applicants own in the aggregate 50,000 shares of common stock, $1 par value, of Helio, $250,000 principal amount of Helio's 6 percent Income Debentures due August 15, 1965, warrants for the purchase of 50,000 shares of Helio common stock at $5 per share and separate options to purchase 300,000 shares of Helio common stock at $5 per share. Applicants originally acquired an interest in Helio pursuant to separate but similar purchase agreements entered into on August 18, 1960 between Helio and each of the Applicants. Pursuant to the separate purchase agreements, Applicants acquired in the aggregate 500 Units, each Unit consisting of one 6 percent Income Debenture due August 15, 1965 in the principal amount of $1,000, and warrants for the purchase of 200 shares of common stock at $5 per share. In addition, a separate option to purchase 600 shares of common stock exercisable with respect to 200 shares on or before August 30, 1961, 200 shares on or before February 28, 1962, and 200 shares on or before August 30, 1962 at an option price of $5 per share was granted by Helio to the purchaser of each Unit. Applicants purchased Units as follows: Fund A—50 Units, Fund B—50 Units, Stock Fund—150 Units and Science Fund—250 Units. On April 30, 1962, each of the Applicants exercised half of the warrants held by it at the exercise price, and paid such price by the surrender at par of half of the Income Debentures held by it. At that time it was further agreed between Applicants and Helio that half of the separate options held by each Applicant would be extended so as to be exercisable one-third prior to July 1, 1963, one-third prior to January 1, 1964 and one-third prior to July 1, 1964. It was further agreed between each of Applicants and Helio that, if such Applicant similarly exercised half of its remaining warrants by September 30, 1962, one-half of its remaining separate options would be similarly extended, and if it exercised the final balance of its warrants by December 31, 1962, then the final balance of its separate options would also be similarly extended.

Helio, a Delaware corporation, is engaged in the manufacture and sale of aircraft. It has issued and outstanding 380,555 shares of common stock, of which Applicants hold the following amounts and percentages: Fund A—5,000 shares, or 1.3 percent; Fund B—5,000 shares, or 1.3 percent; Stock Fund—15,000 shares, or 3.9 percent and Science Fund—25,000 shares, or 6.7 percent. If Applicants should exercise the balance of their warrants as contemplated by this application, Helio would then have issued and outstanding 430,555 shares of common stock, of which Applicants would hold the following amounts and percentages: Fund A—10,000 shares, or 2.3 percent; Fund B—10,000 shares, or 2.3 percent; Stock Fund—30,000 shares, or 7 percent and Science Fund—50,000 shares, or 11.6 percent. Applicants would also hold separate options with extended expiration dates as mentioned above to purchase additional shares in the following amounts: Fund A—30,000 shares, Fund B—30,000 shares, Stock Fund—90,000 shares and Science Fund—150,000 shares. The application states that none of Applicants has reached a decision as to whether any of such separate options should be exercised. Helio also has outstanding options, held by its officers, to purchase approximately 50,000 shares of common stock at a price of at least $5 per share. In addition to the common stock, Helio has outstanding 2,440 shares of 4 percent noncumulative preferred stock, $100 par value. The application recites that Helio has plans for the retirement of the preferred stock at a price, less than par value, agreed upon at arm's length with the holder of a majority of the outstanding preferred stock.

Each Applicant proposes to exercise half of the warrants it presently holds prior to September 30, 1962, by the surrender of half of its remaining Income Debentures, and each Applicant proposes to exercise the balance of its warrants by the surrender of the balance of its Income Debentures prior to January 1, 1963, but after October 30, 1962, the date upon which interest is payable on the Income Debentures. The application recites that the exercise of warrants by the Applicants will be on a basis proportional to their respective holdings of securities of Helio.

In support of the application, it is recited that the exercise of the warrants by each of Applicants will be in furtherance of its investment policy and it will acquire additional shares of Helio at a favorable price. The application states that the high and low bid prices for shares of common stock of Helio during the month of August were 5¾ and 4½, and it further states that Applicants believe that any attempt by them to acquire a comparable number of shares of Helio in the market would be at a less favorable price, and would artificially inflate the price of Helio shares in the market. The application further states that the progress of Helio is such that Applicants' replacement of Helio debt securities by common stock is appropriate, and will also be advantageous in that it will result in substantial extensions of the balance of the separate options held by Applicants. The per share book value of Helio common stock at December 31, 1960, December 31, 1961, and June 30, 1962, was approximately $3.23, $4.07 and $4.90, respectively. Helio suffered a net loss of $120,207 for the year ended December 31, 1960. It had net income of $212,917, or about $0.60 per share of outstanding common stock, for the year ended December 31, 1961, and unaudited statements indicate that for the six month period ended June 30, 1962, it had net income of $219,073, or about $0.50 per share of outstanding common stock. No provision for Federal income taxes was made in 1961 nor for the six months ended June 30, 1962, apparently because of operating losses incurred in previous years.

Each of the Applicants has on its board of directors individuals who are also directors of one or more of the other Applicants. Three persons serve on the board of directors of each of the Applicants and some of the officers of each of the Applicants also serve the other Applicants in similar capacities. Each of the Applicants employs Axe Securities Corporation as its principal underwriter, and Fund A, Fund B and Stock Fund employ E. W. Axe & Co., Inc. as investment adviser. Science Fund employs as investment adviser Axe Science and Electronics Management Company, Inc., which is under common control with E. W. Axe & Co., Inc. and Axe Securities Corporation. Some of the officers and directors of each of the Applicants are also affiliated with Axe Science Electronics Management Company, Inc., E. W. Axe & Co., Inc. and Axe Securities Corporation. In view of the above and other circumstances, Applicants may all be under common control and, therefore, affiliated one with another within the meaning of the Act. Helio and Science are affiliated persons of one another by reason of Science's ownership of more than 5 percent of the outstanding voting securities of Helio. Applicants do not concede that exemption from the prohibitions of section 17(d) of the Act or Rule 17d–1 thereunder is required in connection with the proposed transactions, but are seeking appropriate relief thereunder in order to eliminate any question as to full compliance with section 17 of the Act.

Notice is further given that any interested person may, not later than September 27, 1962, at 5:30 p.m. submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon Applicants. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0–5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 62–9376; Filed, Sept. 19, 1962; 8:48 a.m.]

[File No. 1–3842]

BLACK BEAR INDUSTRIES, INC.

Order Summarily Suspending Trading

SEPTEMBER 14, 1962.

The common stock, par value 15 cents a share, of Black Bear Industries, Inc. (formerly Black Bear Consolidated Mining Co.), being listed and registered on the San Francisco Mining Exchange, a national securities exchange; and

The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on such Exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion further that such suspension is necessary in order to prevent fraudulent, deceptive or manipulative acts or practices, with the result that it will be unlawful under section 15(c)(2) of the Securities Exchange Act of 1934 and the Commission's Rule 15c2–2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of such security, otherwise than on a national securities exchange;

It is ordered, Pursuant to section 19(a)(4) of the Securities Exchange Act of 1934 that trading in said security on the San Francisco Mining Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, this order to be effective for a period of ten (10) days, September 15, 1962, through September 24, 1962, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 62–9375; Filed, Sept. 19, 1962; 8:48 a.m.]

[File No. 24S–1898]

TRI-NITE MINING CO.

Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

SEPTEMBER 13, 1962.

I. Tri-Nite Mining Company (issuer), 405 Fidelity Bldg., Spokane 1, Washington, incorporated in the State of Washington on June 21, 1962, filed with the Commission on July 31, 1962, a notification on Form 1–A relating to a proposed offering of 400,000 shares of $0.10 par value common stock at $0.50 per share for an aggregate amount of $200,000 for the purpose of obtaining an exemption from the registration provisions of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder.

II. The Commission has reasonable cause to believe that:

A. The terms and conditions of Regulation A have not been complied with in that:

1. There has been a failure to furnish adequately and accurately material information as to previous exploratory and development work on issuer's property as required by Item 8A(e) of Schedule I;

2. The cash cost paid, including cash expended for property transferred to the

issuer, by officers, directors, controlling persons and promoters of the issuer for securities of the issuer held by them has not been stated in the offering circular as required by Items 9(c) and 9(d) of Schedule I;

3. A statement of cash receipts and disbursements of issuer's predecessor, Triton Mining Company, has not been included as required by Item 11 of Schedule I.

B. The notification and offering circular contain untrue statements of material facts and omit to state material facts necessary in order to make the statements made, in the light of the circumstances under which they were made not misleading, particularly with respect to:

1. The failure to disclose adequately and accurately the unfavorable results of past exploratory work and operations;

2. The failure to disclose that major mining companies had examined and rejected issuer's property;

3. The representations that this is an operational venture and the failure to disclose adequately the exploratory nature of the venture;

4. The failure to disclose that it is not economically feasible and is not the practice in the mining industry to expend funds for a mill prior to the establishment of ore reserves;

5. The failure to describe accurately and adequately in the offering circular the equity dilution of stock issued under the proposed offer.

C. The offering would be made in violation of section 17 of the Securities Act of 1933.

III. *It is ordered,* Pursuant to Rule 261 of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A of securities of Tri-Nite Mining Co., pursuant to said notification be, and it hereby is, temporarily suspended.

Notice is hereby given that any person having any interest in the matter may file with the Secretary of the Commission a written request for hearing within thirty days after the entry of this order; that within twenty days after receipt of such request the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission, for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; that if no hearing is requested and none is ordered by the Commission, this order shall become permanent on the thirtieth day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission; and that notice of the time and place for any hearing will promptly be given by the Commission.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 62-9377; Filed, Sept. 19, 1962; 8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

SEPTEMBER 17, 1962.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 37942: *Dry fertilizers from and to points in southwestern territory.* Filed by Southwestern Freight Bureau, Agent (No. B-8264), for interested rail carriers. Rates on fertilizer and fertilizer materials, as described in the application, in carloads, between points in southwestern territory, on the one hand, and points in Illinois, Indiana, Kentucky, and Wisconsin, on the other.

Grounds for relief: Modified short-line distance formula and grouping.

Tariff: Supplement 45 to Southwestern Freight Bureau tariff I.C.C. 4422.

FSA No. 37943: *T.O.F.C. service from and to Kismet, Kans.* Filed by Southwestern Freight Bureau, Agent (No. B-8263), for interested rail carriers. Rates on various commodities moving on class and commodity rates, loaded in highway trailers and transported on railroad flat cars, between Kismet, Kans., on the one hand, and points in southwestern territory, also Mississippi River crossings Memphis, Tenn., and south thereof, on the other.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 45 to Southwestern Freight Bureau tariff I.C.C. 4362.

FSA No. 37944: *T.O.F.C. service from and to southwestern territory.* Filed by Southwestern Freight Bureau, Agent (No. B-8265), for interested rail carriers. Rates on various commodities moving on class and commodity rates, loaded in highway trailers and transported on railroad flat cars, between points in southwestern territory, on the one hand, and points in Alabama, Georgia, Kentucky, and South Carolina, on the other.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 17 to Southwestern Freight Bureau tariff I.C.C. 4464.

FSA No. 37945: *T.O.F.C. service from and to southwestern territory.* Filed by Southwestern Freight Bureau, Agent (No. B-8267), for interested rail carriers. Rates on various commodities moving on class and commodity rates, loaded in highway trailers and transported on railroad flat cars, between points in southwestern territory, on the one hand, and points in Michigan, Ohio and Pennsylvania, on the other.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 39 to Southwestern Freight Bureau tariff I.C.C. 4409.

FSA No. 37946: *T.O.F.C. service to Hannibal, Mo., and Fremont, Nebr.* Filed by Southwestern Freight Bureau, Agent (No. B-8268), for interested rail carriers. Rates on paper and paper articles, loaded on highway trailers and transported on railroad flat cars, from points in Arkansas, Louisiana and Texas to Hannibal, Mo., and Fremont, Nebr.

Grounds for relief: Motor-truck competition, modified short-line distance formula and grouping.

Tariff: Supplement 14 to Southwestern Freight Bureau tariff I.C.C. 4480.

FSA No. 37947: *Sand from southwestern producing points.* Filed by Southwestern Freight Bureau, Agent (No. B-8266), for interested rail carriers. Rates on sand, as described in the application, in carloads, from specified points in Missouri and Oklahoma, also Guion, Ark., and Brady, Tex., to Charles-Town (Ranson) (Jefferson County), and Weston, W. Va., also Flora and Mt. Carmel, Ill.

Grounds for relief: Market competition.

Tariff: Supplement 179 to Southwestern Freight Bureau tariff I.C.C. 4319.

FSA No. 37948: *Substituted service—L&N for Midwest Haulers, Inc.* Filed by Midwest Haulers, Inc. (No. 43), for itself and interested carriers. Rates on property loaded in trailers and transported on railroad flat cars, between East St. Louis, Ill., Evansville, Ind., and Covington, Ky. (Cincinnati, Ohio), on the one hand, and Evansville, Ind., Covington, Ky. (Cincinnati, Ohio), and Louisville, Ky., on the other, on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 1 to Midwest Haulers, Inc., tariff MF-I.C.C. 25.

FSA No. 37949: *Substituted service—L&HR, et al., for Midwest Haulers, Inc., et al.* Filed by Midwest Haulers, Inc. (No. 44), for itself and interested carriers. Rates on property loaded in trailers and transported on railroad flat cars, between Buffalo, N.Y., on the one hand, and Hartford and New Haven, Conn., Boston and Springfield, Mass., on the other, on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 1 to Midwest Haulers, Inc., tariff MF-I.C.C. 25.

FSA No. 37950: *Asphalt from points in Oklahoma to WTL and IFA territories.* Filed by Southwestern Freight Bureau, Agent (No. B-8262), for interested rail carriers. Rates on asphalt (asphaltum), natural, byproduct or petroleum (other than paint, stain, or varnish), petroleum road oil and petroleum wax tailings, in tank-car loads, from points in Oklahoma to points in western trunk line and Illinois territories.

Grounds for relief: Market competition.

Tariff: Supplement 276 to Southwestern Freight Bureau tariff I.C.C. 4279.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 62-9386; Filed, Sept. 19, 1962; 8:50 a.m.]

[Rev. S. O. No. 562; Taylor's I.C.C. Order No. 147; Amdt. 1]

CHICAGO AND NORTH WESTERN RAILWAY CO.

Diversion or Rerouting of Traffic

Upon further consideration of Taylor's I.C.C. Order No. 147 (The Chicago and North Western Railway Company) and good cause appearing therefor:

It is ordered, That:

Tayor's I.C.C. Order No. 147 be, and it is hereby, amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) *Expiration date.* This order shall expire at 11:59 p.m., September 28, 1962, unless otherwise modified, changed, suspended or annulled.

It is further ordered, That this amendment shall become effective at 11:59 p.m., September 15, 1962, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement, and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., September 15, 1962.

INTERSTATE COMMERCE
COMMISSION,
[SEAL] CHARLES W. TAYLOR,
Agent.

[F.R. Doc. 62-9385; Filed, Sept. 19, 1962; 8:50 a.m.]

CUMULATIVE CODIFICATION GUIDE—SEPTEMBER

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during September.

3 CFR

	Page
PROCLAMATIONS:	
3489	8969
3490	9201
3491	9241
3492	9313
EXECUTIVE ORDERS:	
Jan. 4, 1901	9061
July 2, 1910	9258
199-A	8851
3406	8794
4257	8794
5419	8794
6935	8851
9709	8851
9797	8851
11048	8851
11049	9203
11050	9205

5 CFR

6	8853, 9051, 9207
27	8784, 8971

6 CFR

464	9326
540	9207

7 CFR

52	8971
301	9243
318	8907
724	8937, 9211
729	9171
730	9091
811	8821
833	9315
871	9092
905	8943, 8944
908	8784, 8853, 8944, 9051, 9174
910	8785, 8945, 9174
915	9174
926	8853
927	9175
945	8785
946	9137
948	8785, 8786, 8823, 8824
958	8786
981	8824

7 CFR—Continued

	Page
984	9094
990	9175, 9176, 9248
1106	8945
1107	8786
PROPOSED RULES:	
929	9149
944	8925, 8953
981	8832
987	9065
990	8881, 9260
1002	8926, 9066
1003	9066
1016	9066
1039	9260
1040	9109
1067	9260

9 CFR

74	8854
76	8907
PROPOSED RULES:	
16	9150
74	8832

10 CFR

1	8854
40	8825
50	8825
112	9178

12 CFR

204	8912
521	8825, 9248
563	9327

13 CFR

107	8855, 9327

14 CFR

4b	8760
40—43	8760
165 [New]	8855
507	8761, 8912, 8946, 9109, 9212, 9315
514	8761
600	8946
601	9102, 9212, 9248, 9316
602	8971
608	8826, 9316
609	8762, 8773, 9127, 9317

14 CFR—Continued

	Page
PROPOSED RULES:	
161 [New]	9107
208	8881
242	8975
507	9181, 9315
514	8883
574	9107
600	8952, 9150, 9261, 9262
601	8952, 9261, 9262, 9316
608	8952, 9263, 9316
609	9317

15 CFR

373	8972

16 CFR

13	8787, 8826–8829, 8866, 8912–8917, 8947, 8948, 9051, 9052, 9177, 9178, 9328
65	9250

17 CFR

239	9213

18 CFR

2	8918
PROPOSED RULES:	
11	8954

19 CFR

1	8972

20 CFR

200	9254

21 CFR

9	9257
15	8951
22	8757
37	8918
120	8758, 9052, 9053, 9257
121	8759, 8920, 8951
141c	8829
146c	8829
PROPOSED RULES:	
19	8832, 9332
120	9072
121	8953, 8954, 8975, 9072, 9073, 9151

25 CFR

	Page
197	8868
PROPOSED RULES:	
141	9065
142	9148
143	9065

26 CFR

	Page
PROPOSED RULES:	
48	9142
49	9142

29 CFR

	Page
688	9328
1307	8788
PROPOSED RULES:	
608	9070
609	9070
610	9332
611	9070
612	9332
614	9071
615	9071
1306	8798, 9333

30 CFR

	Page
301	9217

32 CFR

	Page
1	8869
2	8869
3	8869
4	8869
5	8869
6	8869
7	8869
8	8869
9	8869
10	8869
11	8869
12	8869
13	8869
14	8869
16	8869
126	9053
505	9054
574	8920
1710	8789

32A CFR

	Page
US/C TRANSPORTATION (CH. VII):	
T-1	9102
GSA (CH. XIV):	
Regs. 4—12	8880

33 CFR

	Page
202	9217
207	9056

36 CFR

	Page
1	8830, 8880
213	9217
311	9057

36 CFR—Continued

	Page
PROPOSED RULES:	
7	8975, 9149

38 CFR

	Page
3	8793, 8830
17	8972
21	8921, 9218

39 CFR

	Page
13	9258
15	9258
16	9057
22	9057
31	9058
33	9258
34	9058
35	9258
111	9259
112	9058, 9259
113	9259
121	9259
132	9259
133	9259
141	9059
142	9059
PROPOSED RULES:	
95	8925

41 CFR

	Page
9-53	9178
50-201	9060

42 CFR

	Page
PROPOSED RULES:	
73	8975

43 CFR

	Page
115	8921
141	9060
185	9137
259	8921
PUBLIC LAND ORDERS:	
637	8794
691	8794
706	8795
899	8794
1205	8922
1770	8794
1796	8796
1889	8796
2400	8796
2564	8796
2759	8794
2760	8794
2761	8794
2762	8795
2763	8795
2764	8796
2765	8830
2766	8796
2767	8921
2768	8922
2769	8973
2770	9061
2771	9062
2772	9180

43 CFR—Continued

	Page
PUBLIC LAND ORDERS—Continued	
2773	9258

44 CFR

	Page
99	8880

45 CFR

	Page
114	9329
401	8973

46 CFR

	Page
2	9017
24—25	9019, 9021
30—33	9021–9023
35	9024
51—52	9024, 9026
54—56	9030, 9031
61	9032
70—78	9033–9036
90—97	9037, 9039–9041
110	9042
144	9043
146	9043
160	9043
162	9046
167—168	9046, 9047
175—176	9047, 9048
181	9048

47 CFR

	Page
0	8796, 9062, 9218
1	8797
2	9062, 9063
6	9063
9	9062–9064
13	8797
17	8796
21	9218
PROPOSED RULES:	
2	8832, 9221
3	8883, 9221, 9222, 9263
10	8832
11	8832
15	9222
16	8832
19	8832

49 CFR

	Page
170	9329
193	9103
195	9103
PROPOSED RULES:	
Ch. I	9265
72	9333
73	9333
74	9333
78	9339
193	9109

50 CFR

	Page
10	9138
32	8880, 8922–8924, 8949, 8950, 9064, 9104, 9105, 9219, 9329–9331.
PROPOSED RULES:	
33	9149